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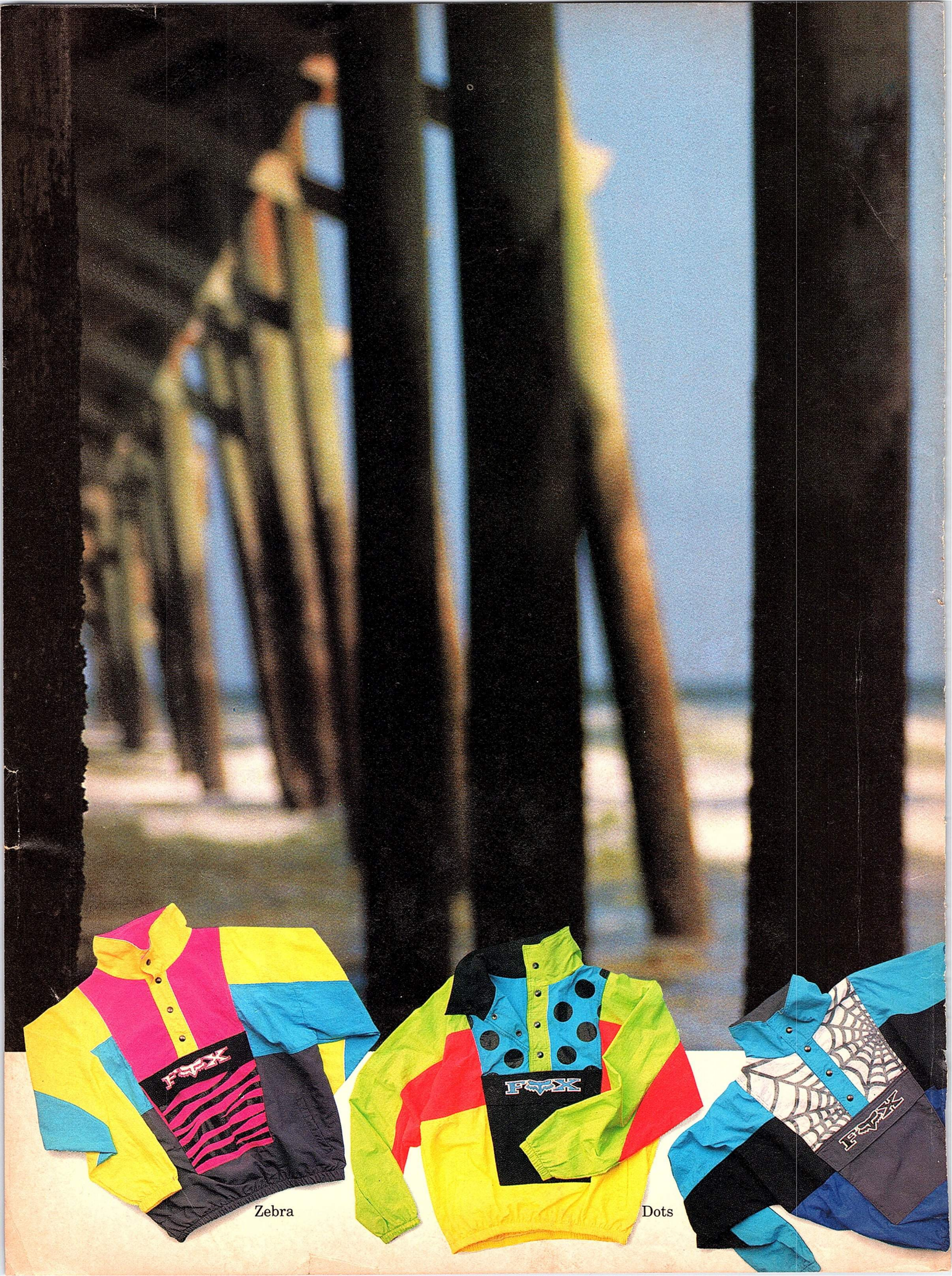

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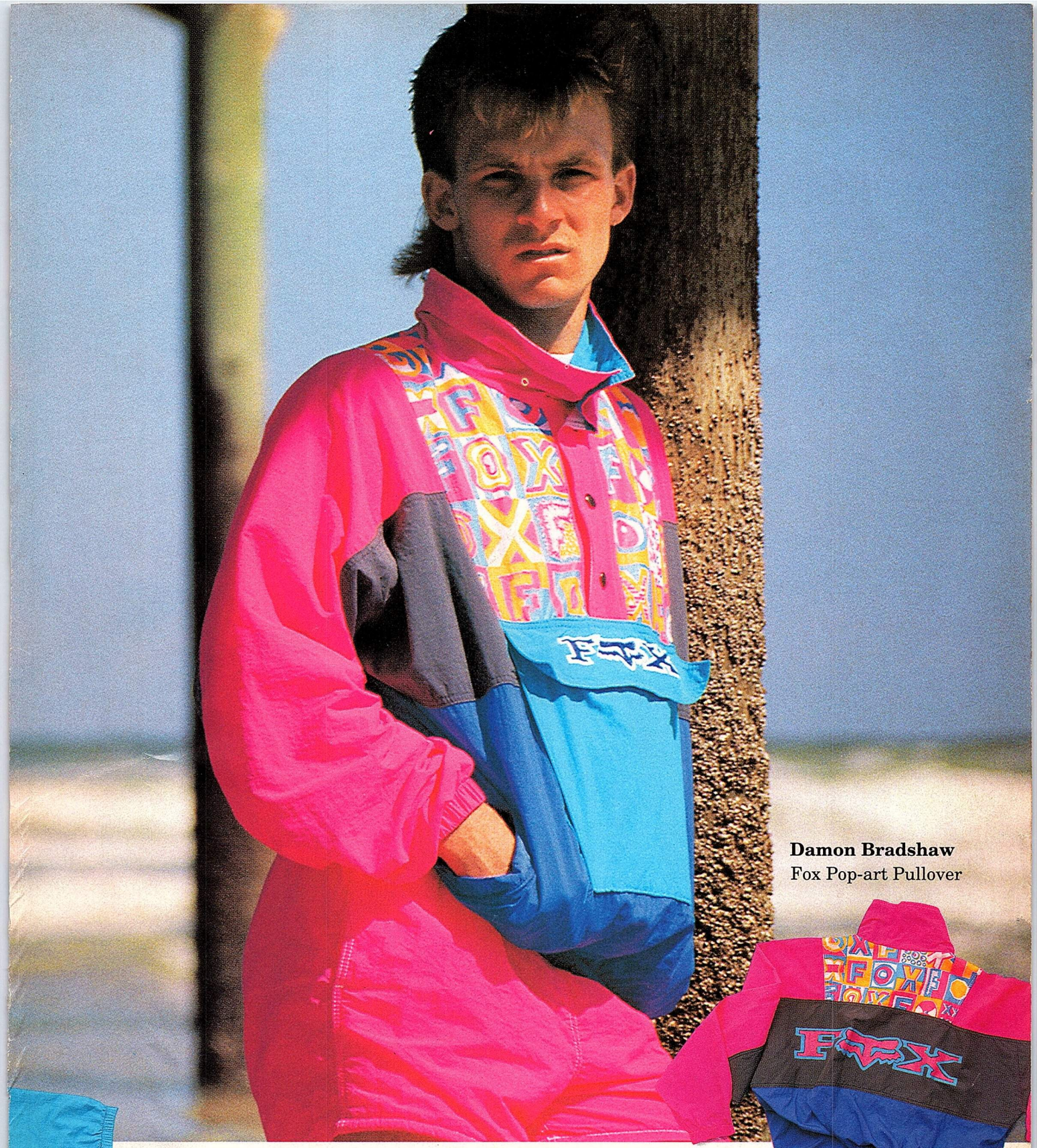

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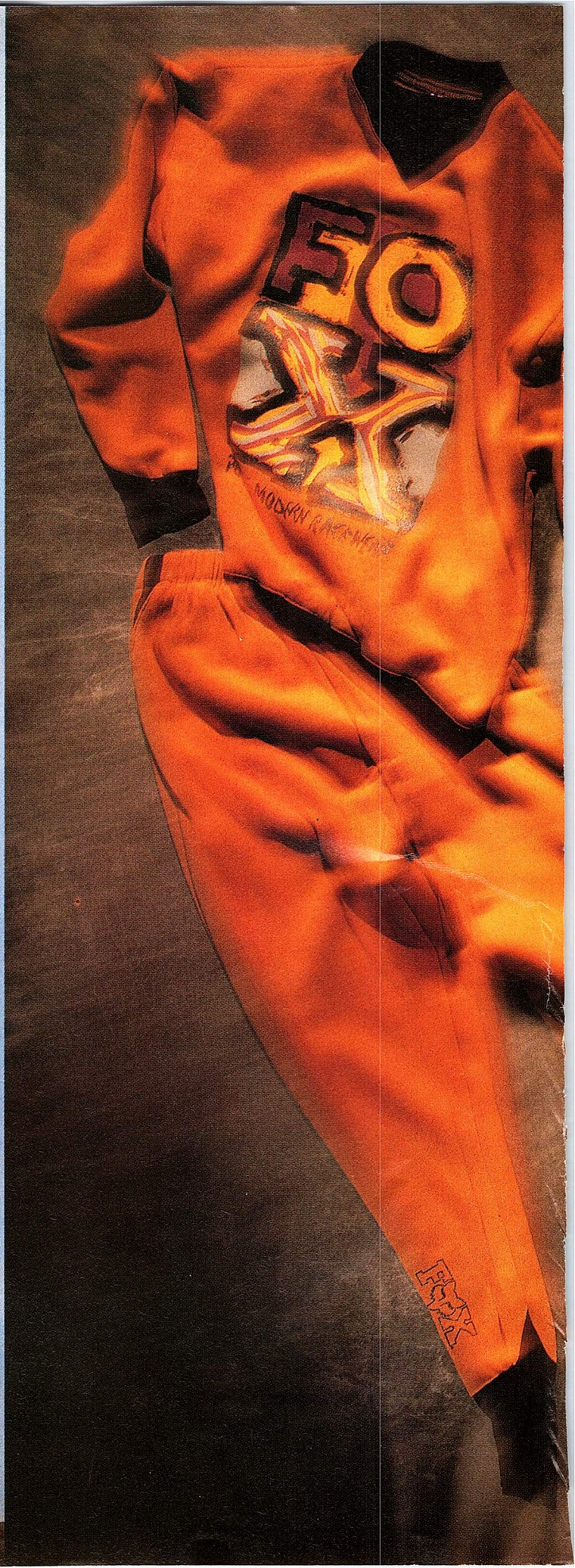

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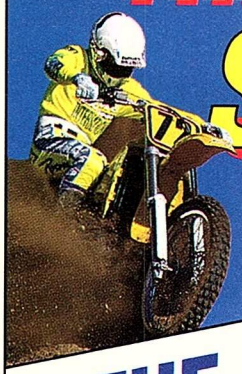

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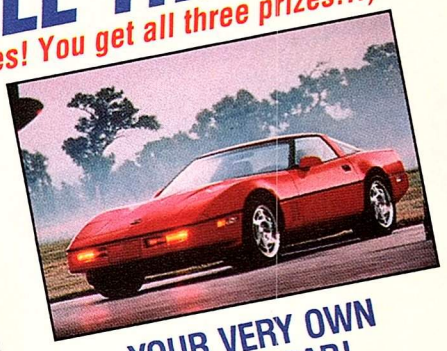

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VOLUME 18, NO. 6 JUNE 1990

MOTOCROSS ACTION MAGAZINE

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ON THE COVER:—Team Kawasaki's Jeff "Chicken" Matiasevich (20) tries the inside line on Honda's Mike Kiedrowski at the opening round of the 125/250 National series in Gainesville, Florida. Inset photo of the 1991 AMP prototype. Kiedrowski had enough time in moto two to pose for the TOC shot, before going on to take the win. Both photos by Chris "It's only a rental car" Hultner. Cover design by Mr. Creative himself, DeWest. Color separations by Valley Film.

WARNING: Much of the action depicted in this magazine is potentially dangerous. Virtually all of the riders seen in our photos are experienced experts or professionals. Do not attempt to duplicate any stunts that are beyond your own capabilities. Always use discretion and wear the appropriate safety gear.

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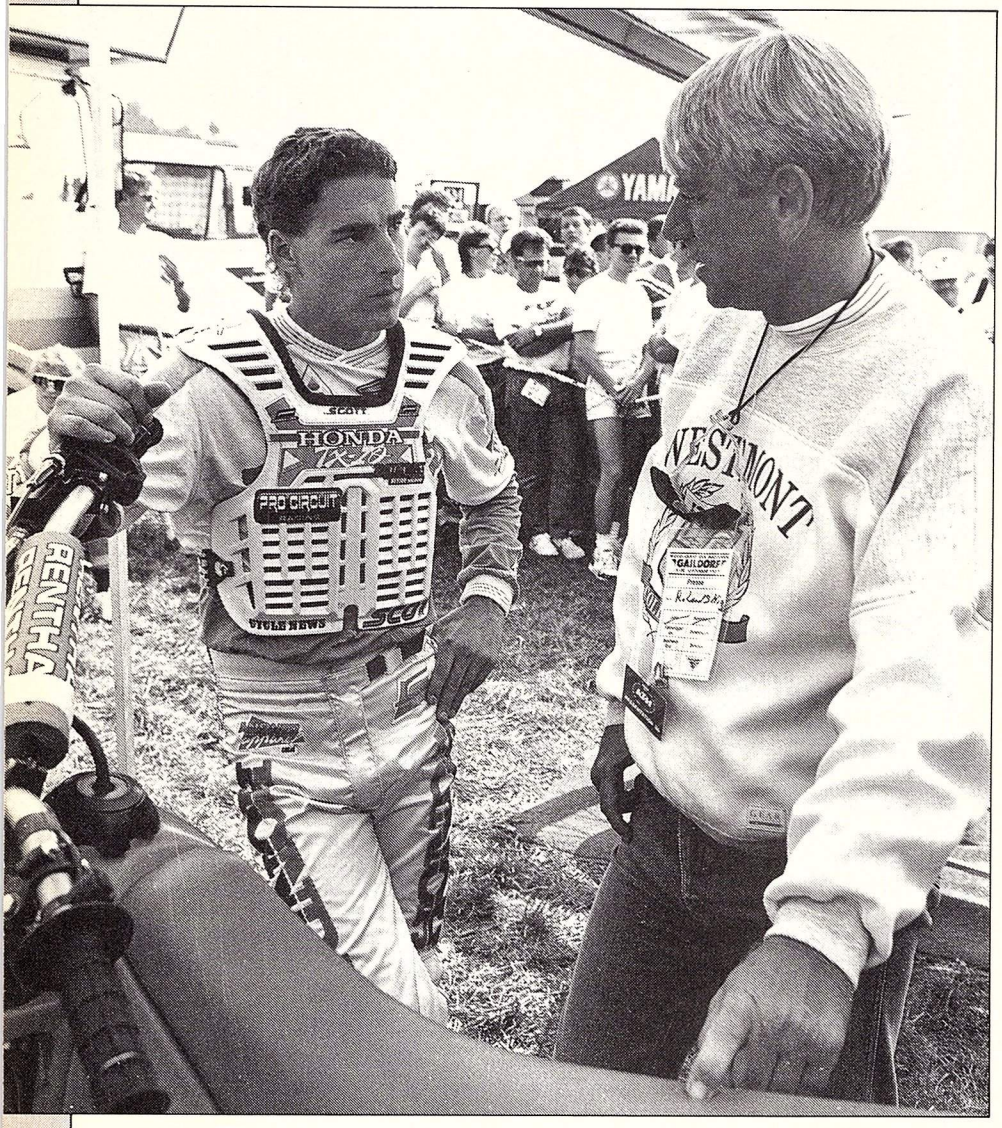
On The Mainjet

By Roland Hinz



☐ The scales of justice aren't always equal. If you need more proof than the evening news and your own day-to-day experiences, ask Tom Stevens. Tom is a Vance & Hines road racer who won a Daytona 200 heat race and was disqualified because his Superbike was one pound too light. It was a fair and just ruling. Stevens' bike *was* too light! His team manager admitted it. They didn't invent any hocus-pocus alibis. Stevens was disqualified. That is justice!

The rules of racing are written to guarantee that everybody plays the game fairly. If you are caught, like Tom Stevens, you pay the penalty. We don't want to imply that Stevens intentionally cheated; if he did he wouldn't have fudged one pound off of a 370-pound road racer—he would have gone for major tonnage. The AMA disqualified him because one pound is the same as a ton. The rules are written to give the rider and mechanics leeway above the minimum—not below it.

The AMA enforced the rule book and all is right with the world.

Wrong!

Two weeks before Tom Stevens' road racer came in one pound under the minimum weight, Rick Johnson's bike was found to be underweight at the Atlanta Supercross. Johnson had finished third, his best place so far in the Camel Supercross Series. At the post-race weigh-in, the scales came up approximately one pound under the 216-pound AMA-legal weight for 250cc machines. What did the AMA do?

Nothing.

Rick came out smelling like a rose. In fact, the AMA awarded Rick Johnson and his illegal motorcycle 20 supercross points, several thousand dollars in prize/contingency money and an official placing on the winner's podium. That is injustice!

It's an injustice to all of those riders who showed up on the starting line with legal motorcycles, to the rider who should have received third-place money and points, to all those riders who wouldn't have been given a free pass if they had been caught and to Tom Stevens!

We suggested over the winter, in this space, that the AMA needed to tighten up the production rules, enforce them with authority and find competent people to inspect the bikes for rules infringements. The AMA's Roy Janson was quick to fire off a letter saying that they were fully qualified to catch cheaters. Roy implied that the AMA was insulted by our suggestion that they didn't have the know-how to spot violators.

We apologize for that suggestion. It's obvious that the AMA can catch rule violators —they just won't enforce the rules once they catch them.

The AMA doesn't need any more black eyes when it comes to rules laxity. They have a history of them. Remember the claiming rule? It stated that any competitor could buy the winner's bike for a fair price. The claiming rule was designed to keep the cost of racing lower by setting an upper limit on the value of race bikes. The AMA stood behind the claiming rule until a privateer actually claimed Marty Tripes' works Honda. A few days later the claiming rule was erased from the rule book so that no one would ever claim another bike. Insiders report that the factories demanded that the AMA remove the rule or they wouldn't show up at the next race.

It doesn't take a genius to see that one pound more or less didn't get Rick Johnson on the Atlanta podium, and we're sure that Rick didn't know that his bike was light. Honest people know that cheating, by design or accident, is morally wrong, but what's worse is when the governing body of the sport, which has a fiduciary responsibility to its members, license holders, promoters and sponsors to provide fair and equal racing, reneges on its duties. If the AMA did not enforce the rules in this situation (or did not know the rule), you have to question how many times a blind eye has been turned to other incidents. Is this failure to perform a one-time deed, or is it a pattern of injustice?

Who represents AMA justice, Rick Johnson or Tom Stevens? You be the judge. ☐

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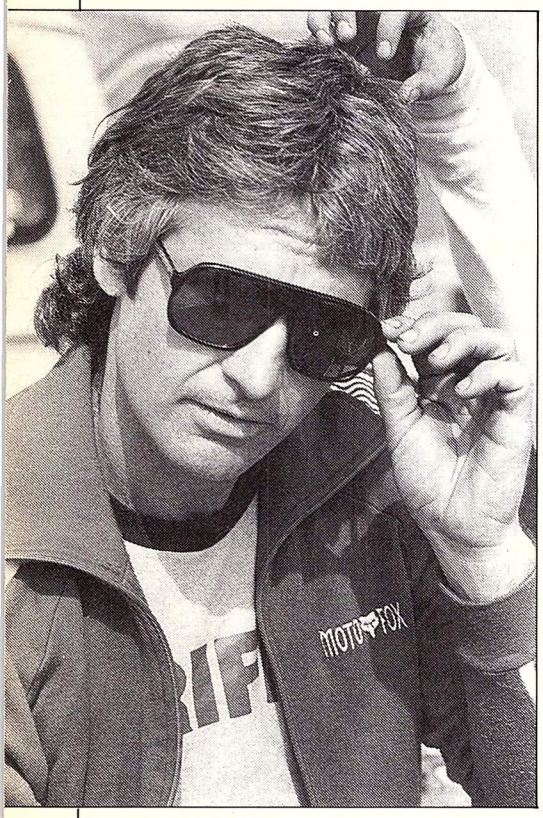

By Jody Weisel

☐ "Stumpy Phalange! Stumpy Phalange!" called the crackling voice over the loudspeaker. "Stumpy Phalange, please report to sign-up immediately." Everybody in the pits stopped what they were doing and looked at Stumpy. When you get called up to sign-up before practice starts, it usually means you have a duplicate number and have to put an X on your plate. Even though it isn't your fault and there is no way to predict when somebody else is going to show up with the same number, you still get treated like Charlie Manson by the girls at sign-up. You can tell them to "make the other guy put an X on" until you're blue in the face, but once they have singled you out for ridicule it's useless. As Stumpy plodded off across the pits to get the bad news, everybody razzed him.

Stumpy was gone an awful long time but, since Stumpy is only a 125 Beginner, nobody really cared what happened to him. There is a pecking order in the world of motocross and, since the Stump was the only Beginner we knew, nobody admitted that they knew him. The first sign that something was wrong was when we heard Stumpy screaming all the way across the pits. "Obviously, Stumpy isn't in the mood to add an X to his number," noted Jimmy Mac.

From our favorite spot in the pits we could see the promoter trying to calm him down. Stumpy was irate. Minicycle mothers were covering the ears of their berm rats. The heavy metal kids who parked over by sign-up had to turn their Metallica tape up because Stumpy was making such a squawk. Poor Stumpy was turning red trying to be heard over the boom boxes.

"Put the X on!" yelled Crazy Dave from way over by the porta-cans. Everybody laughed, but it was clear that Stumpy was seriously upset. We began to doubt that Stumpy was going to put an X on his plate, and since his bike was number 893 there really wasn't room for an X, or much of a mathematical possibility of somebody else showing up with the same number.

The argument between the 125 Beginner and the promoter began to draw a crowd. It's disgusting how potential violence, emotional turmoil, human discord, suffering and anger bring out the voyeur in people. We were the first guys up behind Stumpy and the promoter.

"You can't do that to me!" yelled the Stump as he stared the promoter directly in the navel. "I'll quit before I do that. It's unfair!"

"I'm sorry," said the promoter, "but I don't have any choice. It has to be done."

"What has to be done?" asked Jimmy Mac.

"I'm being ripped off," yelled Stumpy to the crowd. Stumpy, who was redlining his cardiac rev limiter, was bolstered by the sight of his buddies crowding around him. "Tell him that he can't do that to me!"

"Can't do what?" asked Crazy Dave.

"All I'm trying to do," replied the promoter, "is the right thing."

"You're a fascist!" screamed Stumpy. "This is America. People have rights. I'll take you to court if you try to make me do that!"

"Do what?" pursued Stumpy's big brother Fred.

To tell the truth, none of us could figure out what was going on, and we weren't getting anywhere listening to Stumpy and the promoter argue. I decided to go directly to the source. It was risky, but this situation called for quick action. I waded into the sign-up booth and asked the girl behind the counter what was going on.

"Get back behind the counter," she barked. "Don't bother us until after sign-up is over. Late entries will not be accepted. Have your license ready to show before you get in line. We'll post the lineups when they're done, and no sooner. No pushing. We're working as fast as we can. That's not my department." I thanked her and scurried to safety.

When I got back outside Fred was pulling his brother off of the promoter. That's not exactly accurate. Stumpy is so short that Fred was prying Stumpy off of the promoter's leg. Stumpy was rabid. The promoter was remorseful. The crowd was curious. The sun was bright. The day was warm. The track was drying out. The square root of 36 is six.

"That does it!" bellowed Stumpy. "We're going on strike. Nobody is ever going to ride at this track again. We'll go to Moo-Cake Raceway over in Rubidoux before any of us will come here again. You'll see that you can't push one of us around. United we stand, divided we fall!" With that great speech Stumpy sat down and folded his arms and legs.

The promoter looked at us. We looked at him. We both looked down at Stumpy.

"Stump," asked Jimmy Mac. "What are we going on strike over?"

"A horrible injustice!" answered Stumpy, grabbing the Mac by the sleeve and pulling him down to the ground with him. As the Mac fell he clutched onto Crazy Dave, who grabbed me. I struggled to stay up by hugging Movin' Marv. Marv is homophobic, and the idea of a man touching him caused him to lurch backwards, knocking down the Floyd brothers. In less than three seconds everybody was lying on the ground next to the smirking Stumpy.

"United we fall," said Jimmy Mac as we all got up on our feet. Just then the loudspeaker belched out the call for practice. "Practice starts in one minute! Practice starts in one minute.!" Everybody hustled down to get their gear on and head to the line. Stumpy stayed put for about 20 seconds and then he got up and went out for practice.

Later in the day the promoter came down and said that he was sorry for all the trouble. He admitted that maybe he had handled it poorly, and if he had to do it all over again he'd be more sensitive. He told Fred Phalange that he hoped that Fred would try to make his brother understand that it had to be done.

"You know," explained the promoter. "I hate doing that to any rider. It is the worst thing about being a promoter. They always take it poorly. Stumpy actually took it better than anyone else this year."

"What did you do to Stumpy?" asked the gang in unison.

"I moved him up to the Novice class." ☐

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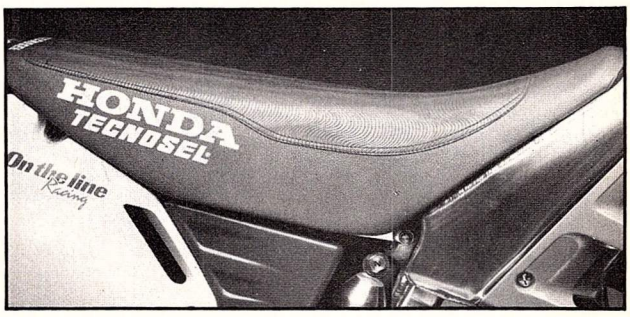
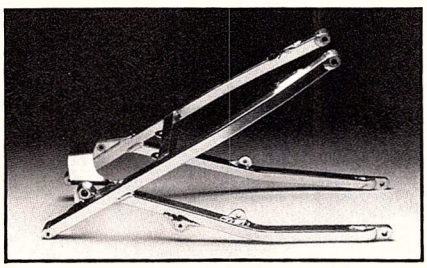
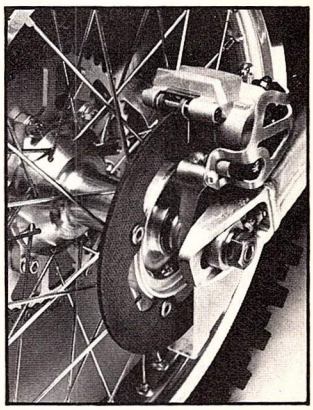


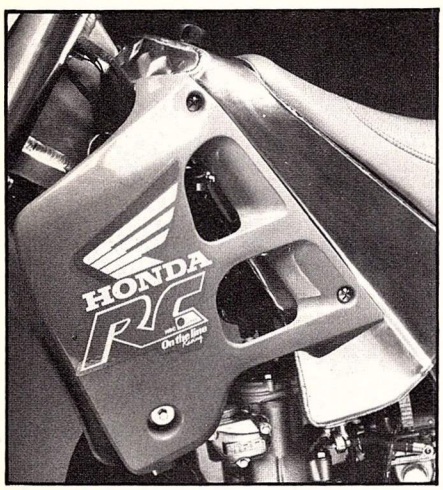
▲ ***On The Line Racing*** *is the sole importer for genuine HRC works parts, Tecnosel seats and decals, VRP aluminum works parts, titanium and aluminum bolt kits and much more.*

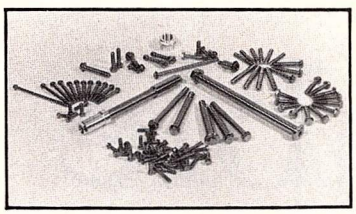


▲ ***TECNOSEL SEATS***—*At last, the finest seats in Europe are available in the USA. The world champions choose Tecnosel for their unparalleled quality and durability. Available for Honda, Suzuki, Yamaha, Kawasaki and KTM. Standard cover $39.95, anti-slip $59.95. Tecnosel foam also available.*

◄ ***VRP ALUMINUM SUB-FRAMES***—*Made from heavy-duty aluminum, these Italian imported subframes are lighter and stronger than stock. Steel seat inserts are added for durability. Available for '89-'90 Hondas. $174.95.*







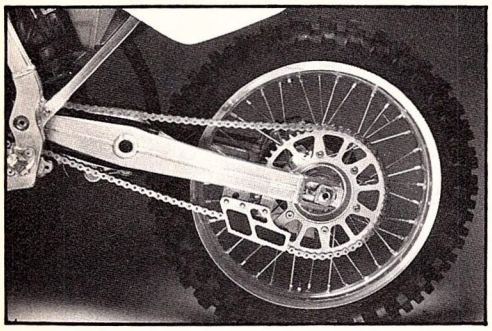
▲ ***ALUMINUM BILLET HUBS AND CARBON/CARBON ROTORS***—*Machined from billet aluminum, these hubs are lighter and stronger than stock. Call for prices. Carbon rotors and pads "non-fade" at 1/4 the weight. Call for prices.*

▲ ***TITANIUM AND ALUMINUM FASTENERS***—*On The Line offers starter sets at $60. Call for information.*

▲ ***VRP WORKS ALUMINUM TANKS***—*These are the exact tanks on the HRC World GP bikes. Each handmade tank is carefully crafted to carry an extra 1/2 gallon of fuel, but lower where it's not felt. Also available for Suzuki and Kawasaki. $390. Works "RC" decals from* ***On The Line*** *make any tank look fantastic for only $19.95.*

VRP ALUMINUM SWING-ARMS—*The exact swingarms of HRC Gran Prix Hondas. These swingarms are stronger and lighter than stock extruded units. Available for '89-'90 CR125-500. $550.* ▼

▲ ***TECNOSEL SHOWA/KYB FORK GUARDS***—*Ultra-thick 24-mil. clear adhesive completely wraps around the fork slider with logo imprinted from the inside. To keep fork sliders looking designer-new. $19.95.*



On The Line Racing's *Ty Davis has been decimating the Western Supercross Series with* ***O.T.L.*** *hardware.* ►

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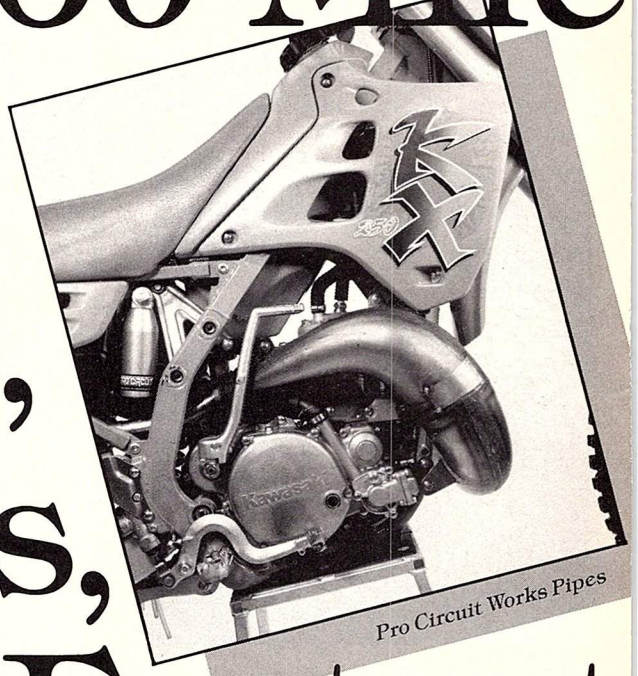
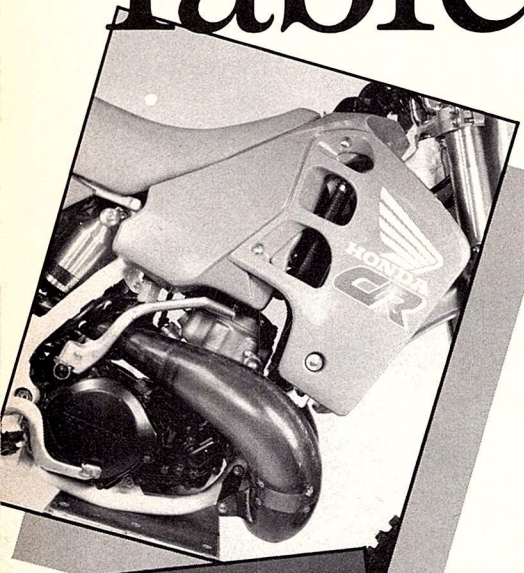
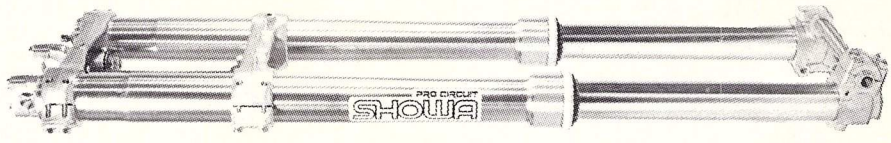


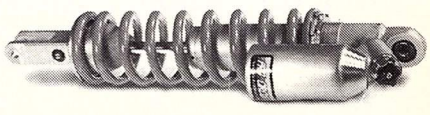
Pro Circuit Works Pipes



PC-01 & PC-02 Suspension Fluid



SUSPENSION. Make sure that when you get your bikes motor up to 1990 standards your suspension can handle the extra speed. The suspension experts at Pro Circuit can **guarantee your satisfaction** when we get your bike dialed in for your weight and ability level. Shock revalving $130.00 plus parts, Fork revalving $80.00 plus parts, PC-01



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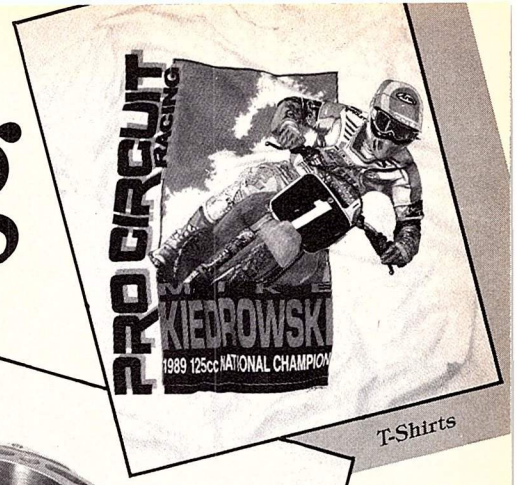

T-Shirts

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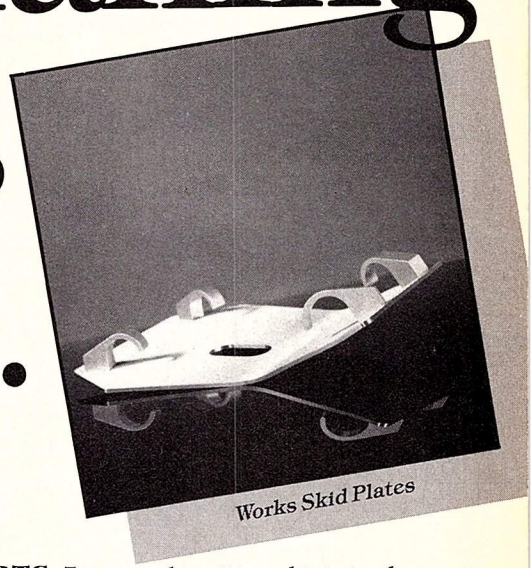
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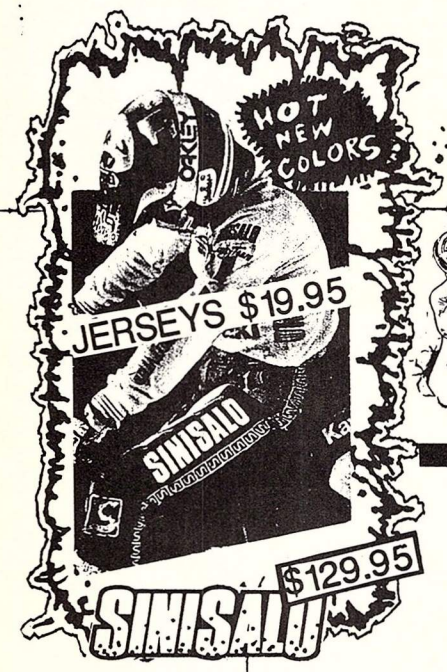

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SCALES, LIES & POLITICS
HONDA'S WEIGHT LOSS SCANDAL

• Under AMA racing rules a 250cc motocross bike must weigh *no less than* 216 pounds. This is not a new rule; it has been in effect, both in Europe and America, since 1974, and over that 16-year period it has been the subject of lots of creative thinking. Team Suzuki's Gerard Rond was once found to have a chain inside his airbox at a post-race tech inspection. He pleaded that he had raced the GP with the chain in there! The FIM believed him. Talk about gullible.

At the Atlanta Supercross Rick Johnson's Honda hit the post-race scales one pound too light. Johnson's mechanic claimed that a part had fallen off and then he disappeared for a few minutes. He showed up back at the weigh-in with what witnesses described as a small lead or carbide part that he claimed was the drain plug. This lead part was placed on the seat and the bike met the 216-pound limit. The AMA tech inspector approved the bike and the incident was over . . . or was it?

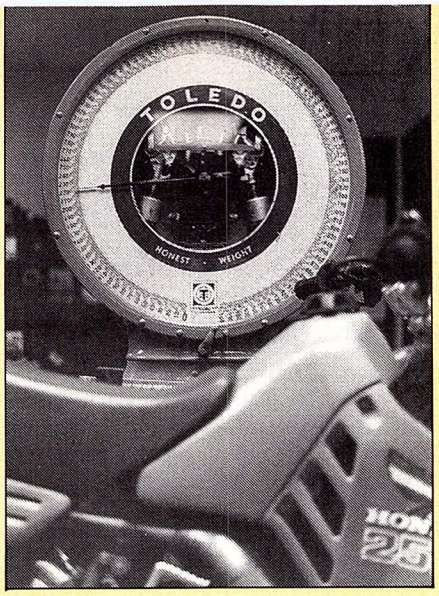
WORD OF MOUTH

Word of the weigh-in problems reached the rest of the riders later that evening, and they were outraged. Opposing team managers descended on anyone within earshot to complain. The rule book clearly states that bikes are to be weighed in the condition they finish the race in. Nothing can be added. Ballast of any kind is illegal. The rider is responsible to see that his bike meets these requirements. It was obvious to everyone involved that Rick Johnson's Honda was not a legal bike. To everyone, that is, except the AMA officials in charge of enforcing the rule book. Later they admitted that Johnson's bike probably wasn't legal, and that the part that Johnson's mechanic had tried to foist off as a drain bolt was nothing more than ballast. They also stated that it was too late to do anything about it.

The *MXA* wrecking crew decided to dig deeper into Rick Johnson's new weight loss program. We asked all those involved what they thought about the incident. Rick Johnson and his mechanic were unavailable for comment.

QUOTES FROM THE SOURCE

Mike Showen *(AMA National Tech Inspector):* "We simply misinterpreted the rules. After examining the lead piece that Honda claimed had fallen off the bike during the race, we sided with Brian Lunnis [Rick's mechanic] that it was an original piece of equipment. The rule book states that the bike must weigh the correct amount at the finish, but we all agreed that this was a legitimate excuse. We have sent letters to all team managers explaining the situation and, if anything like this should occur in the future, the rider in question will be disqualified. No questions asked."



Weight roulette: Under current AMA rules a 250 has to weigh at least 216 lbs. to be legal. The weight rule was written to keep bucks-up factories from fielding super-lightweight bikes that no privateer could afford.

Roger DeCoster: "I think it had something to do with the tires. The bike had a different set for pre-race tech inspection than on race day." When asked about the extra part that Brian Lunnis placed on the bike, Roger said, "That was Brian Lunnis' garbage. That piece had nothing to do with the bike."

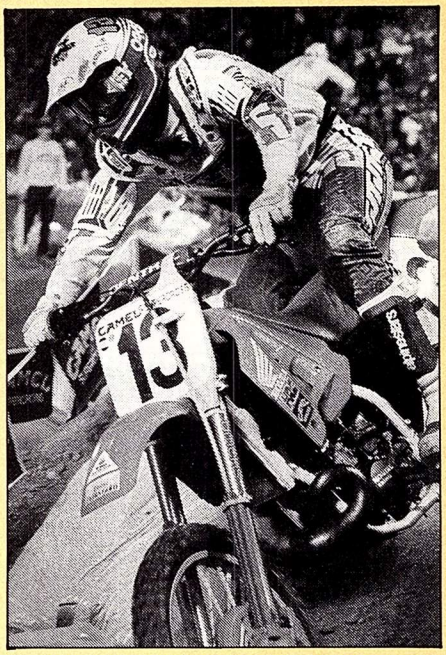
Roy Turner *(Team Kawasaki):* "They cheated and it finally caught up to them. It's not the first time they have tried this. At the 1987 Gainesville National, Ricky's bike was too light. The AMA let him slide then, and they did it again. The lead weight that Honda said fell off did not belong on the bike. It is unfortunate that the AMA came to the conclusion they did. I wonder if the same thing had happened to a different team, if they would end up with the same decision. I have a strong feeling, though, that Honda will not experience this problem again."

Mike Kiedrowski *(125 National Champion, Team Honda):* "No comment!"

Keith McCarty *(Team Yamaha):* "Honda is a large team with lots of money and Rick Johnson is a popular rider, I think the AMA was afraid to disqualify him. It says in the rule book that the weight of the bike is to be determined at the conclusion of the race. Period! No adding parts to bring the bike to legal limits. The AMA should stick to their guns on their rules and not bend them, not even for Honda. Everyone knows that Team Honda has many tricks up their sleeve to win; it's unfortunate they have to rely on them."

Jean-Michel Bayle *(Team Honda):* "I don't speak English [laughter]."

Pat Alexander *(Team Suzuki):* "I'm not surprised that Honda cheated, but I am surprised at the AMA's decision. By the time we were informed it was too late to do anything about it."



Light is right: Rick Johnson's CR250 came in light after Rick finished third at the Atlanta Supercross. It was Rick's first trip to the supercross podium in 1990, but not the first time his bike has been rumored to be underweight.

Jeff Stanton *(250 National/SX Champion, Team Honda):* "No comment!" •

1990 RACE UPDATE
WHO'S DOING ALL THE WINNING

250 SUPERCROSS (17 events)

Anaheim . . . . . Damon Bradshaw (Yam)
Houston . . . . . Damon Bradshaw (Yam)
San Diego . . . . . Jeff Stanton (Hon)
Seattle . . . . . Larry Ward (Suz)
Atlanta . . . . . Jeff Ward (Kaw)
Daytona . . . . . Jeff Stanton (Hon)
Las Vegas . . . . . Jeff Matiasevich (Kaw)
Rose Bowl . . . . . Jeff Ward (Kaw)

125 SUPERCROSS WEST

Anaheim . . . . . Mike Craig (Kaw)
Houston . . . . . Ty Davis (Hon)
San Diego . . . . . Ty Davis (Hon)
Seattle . . . . . Jeff Emig (Kaw)
Las Vegas . . . . . Jeremy McGrath (Kaw)
Rose Bowl . . . . . Buddy Antunez (Suz)

125 SUPERCROSS EAST

Atlanta . . . . . Denny Stephenson (Suz)
Daytona . . . . . Denny Stephenson (Suz)

125 AMA NATIONALS (13 events)

Gainesville . . . . . M. Kiedrowski (Hon)
Hangtown . . . . . Guy Cooper (Suz)

250 AMA NATIONALS (7 events)

Gainesville . . . . . Rick Johnson (Hon)
Hangtown . . . . . Jeff Ward (Kaw)

GFI CALIFORNIA NORTH/SOUTH SERIES

125 Pro . . . . . Jack Azevedo (Suz)
250 Pro . . . . . Ryan Hughes (Kaw)
500 Pro . . . . . Willy Musgrave (ATK)
Vet Pro . . . . . Eric McKenna (Hon)

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■ The "Alloy Series" will give you rock solid control while absorbing all the shock your bike can dish out. Just ask 125cc Supercross points leader, Ty Davis. Ty knows you need the right bars to be in control on today's motocross tracks.

■ Available in a brilliant polished finish or anodized red, blue or gray. All for a bar bustin' price of $44.95 (pad not included). At this price, there isn't a better set of handlebars available. DG handlebars are manufactured in the U.S.A.—not overseas!

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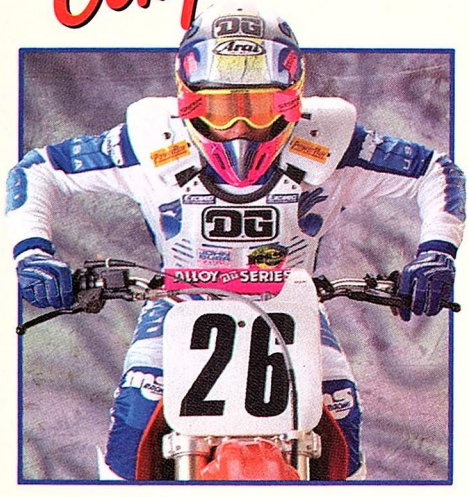
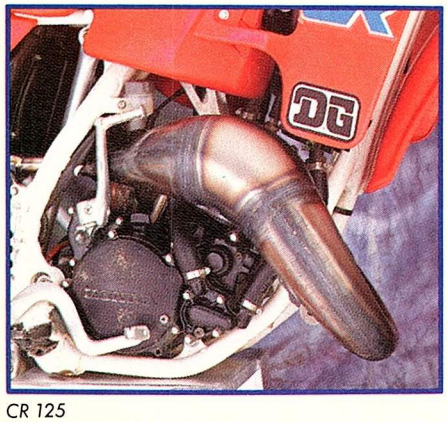


DG's Ty Davis

DG sponsored Ty Davis will be running a DG modified CR125 at the 125 Supercrosses & Nationals this year. Ty has an impressive list of wins including: The Golden State Series, The Trans Cal Series, CMC No. 1, Mammoth Mountain MX, and former 125cc Amateur National Champion.



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- Used by Ty Davis, Craig Candy & DG's Race Team
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RM 125

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81-90 CR450/500	From $124.95	$54.95	From $169.95
KAWASAKI			
84-90 KX80	$104.95	$54.95	$149.95
84.90 KX125	$109.95	$54.95	$154.95
89-90 KX250	$129.95	$54.95	$174.95
89-90 KX500	$134.95	$54.95	$179.95
YAMAHA			
82-90 YZ80	From $94.95	$54.95	From $139.95
81-90 YZ125	From $99.95	$54.95	From $144.95
79-90 YZ250	From $114.95	$54.95	From $159.95
80-90 YZ465/490	From $129.95	$54.95	From $174.95
SUZUKI			
81-90 RM80	From $94.95	$54.95	From $139.95
81-90 RM125	From $99.95	$54.95	From $144.95
82-90 RM250	From $114.95	$54.95	From $159.95
81-84 RM465/500	$134.95	$54.95	$179.95

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- Improved throttle response
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35mm PWK $154.95
38mm PWK $179.95
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All bars available in these profiles: 90 CR, 84-89 CR, YZ low, YZ high, RM, KX & mini

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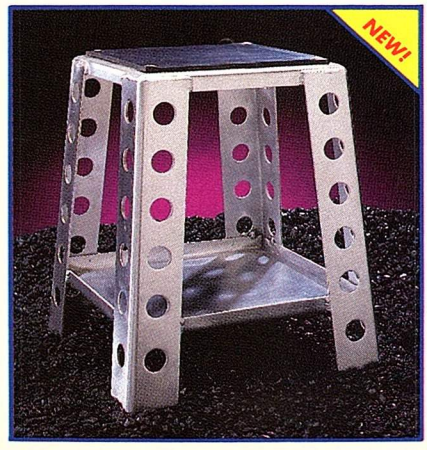

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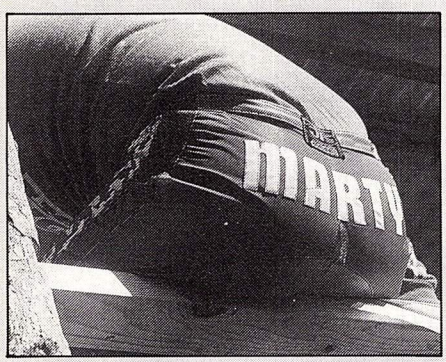
Dirt

MARTY TRIPES' WEIGHT UPDATE
IT'S JUST A GUESS

• After hearing about Marty Tripes' plan to lose 50 pounds to prepare for a comeback ride in the Vet Pro class at Mammoth this year, we decided to check in with him every month to see how the diet is coming. Since we checked in with him last month when he weighed in at a robust 283, we have received various reports of Marty cheating on the diet plan. "I confess," said an obviously guilt-ridden Tripes. "I cheated —but I loved every second of it!" Although he hasn't been near a scale for two weeks, he gave us an estimate that he's down to around 270. "Still a heavyweight, right?" Marty added. Marty's current goal is to get down to a slim 235 pounds (Last month he said he was aiming for 220). Check in next month to see what Marty's latest weight (and excuse) will be. •



We're rootin' for ya: Get that seam sewn up and head for the gym. Marty Tripes is returning to action at Mammoth Mountain, but first he plans on burning off a few pounds. The MXA wrecking crew is doing a Tripes' weight-watch every month. Stay tuned.

Give him some applause: Suzuki privateer Chris Young (102) has been riding both 125 and 250 classes at every West Coast supercross event this season. Most riders are wiped out after their preliminary races, but including practice, heat races, last-chance and mains, Chris rides more than 50 laps a night.

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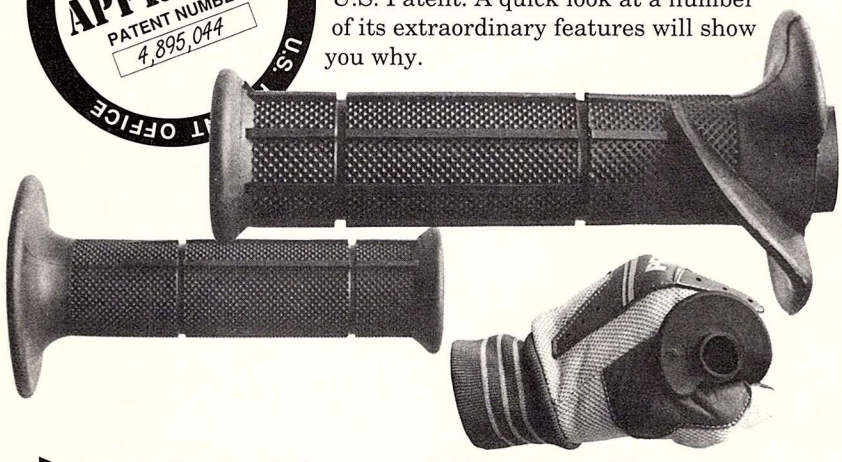

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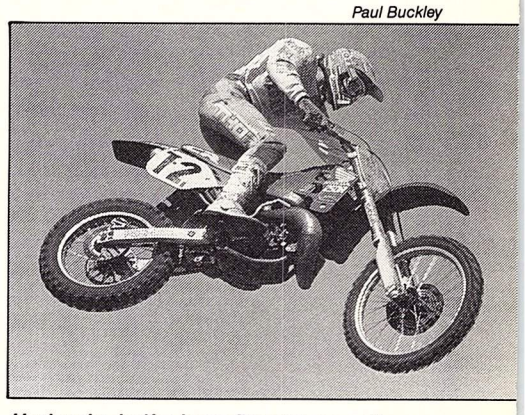
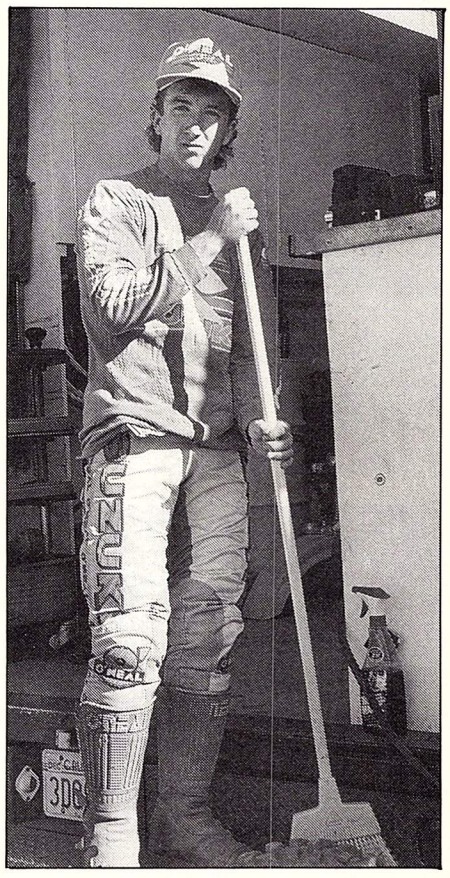
Paul Buckley



Under the knife: Larry Brooks recently went in for surgery on his neck after suffering a nasty burn in a practice crash. Another rider's bike fell on top of Larry, with the pipe lying on his neck. By the time they lifted the bike off he had a third-degree burn across his neck and another bad burn on his back from a spinning rear wheel. The result was a 6"-long scar, burned windpipe and artery. Larry is back in commission and in his first race back qualified for the main event at the Pasadena Supercross.



Back in action: Team Suzuki's Jimmy Gaddis finally returned to racing after two months of downtime. The former mini star, who broke his wrist at Anaheim's opening round of supercross, finished an impressive second at the eighth round held in Pasadena, California.

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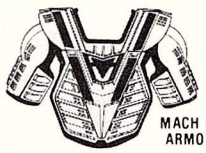

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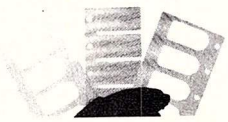

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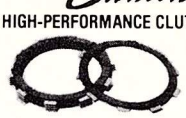

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***One big scab:** Team Honda's Jeff Stanton showed up at the Pasadena Supercross ripped up and bruised after a big mountain bike get-off when he was out training on his new Yeti mountain bike with Johnny O'Mara. Jeff said that a rock jumped out in front of the bike and forced him into the ground on a high-speed descent. Yeti Mountain Bikes are the latest fashion statement among the pros, with all of Team Kawasaki also riding the bikes.*

(continued on page 170)

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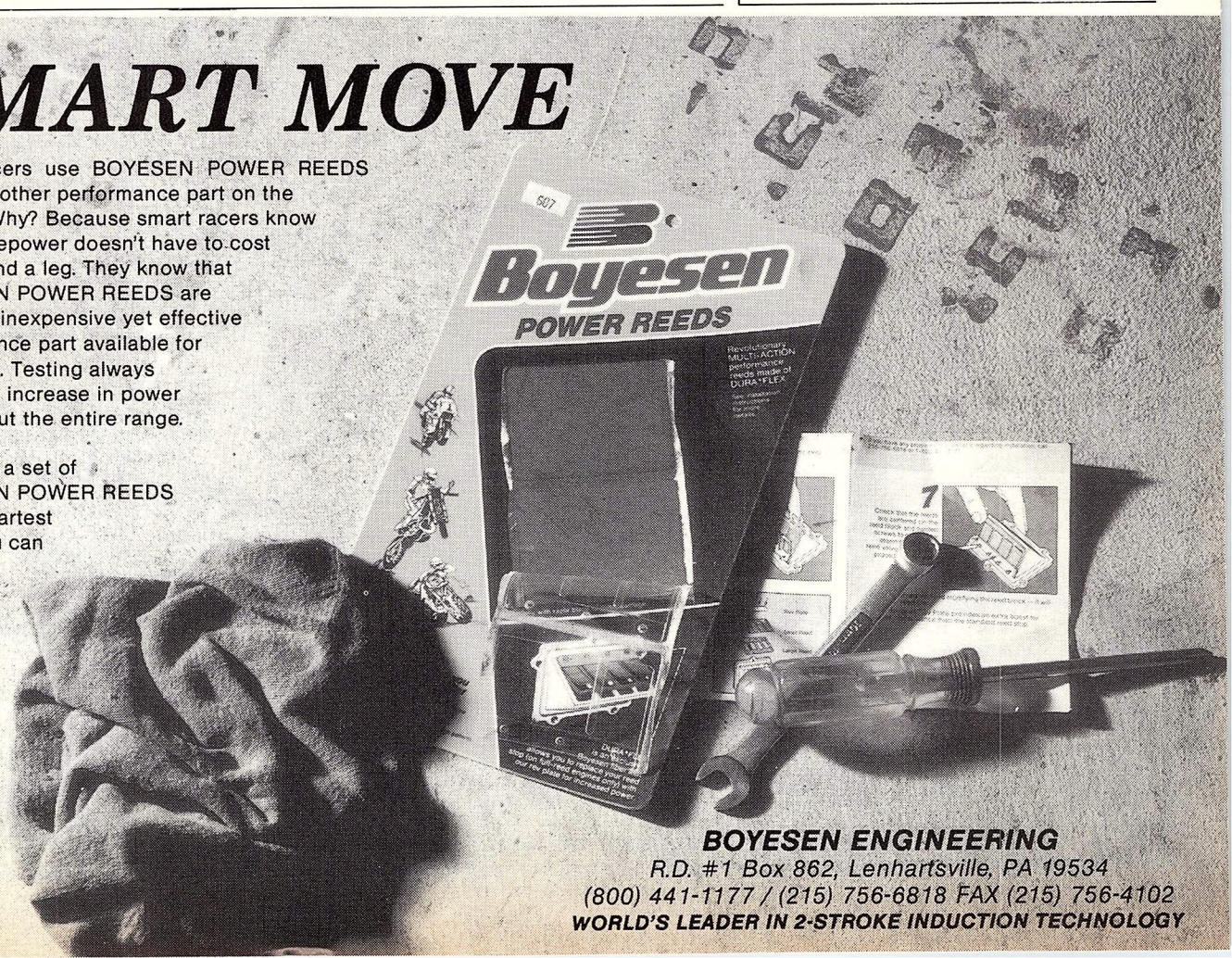

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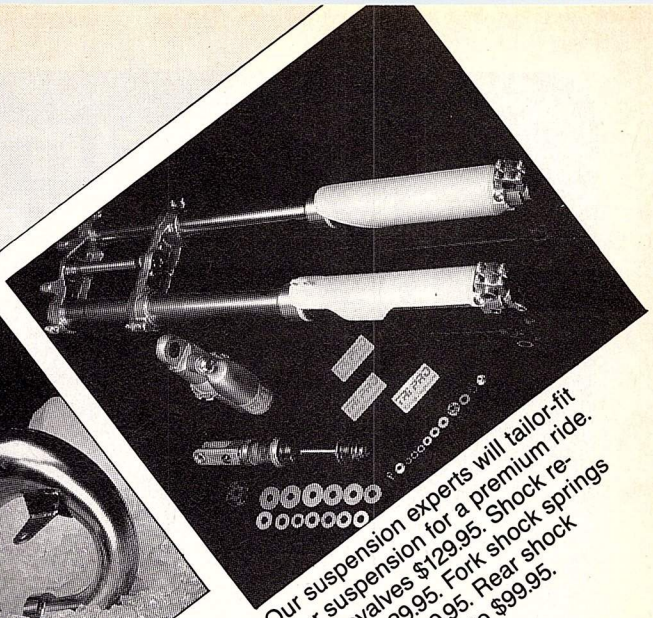

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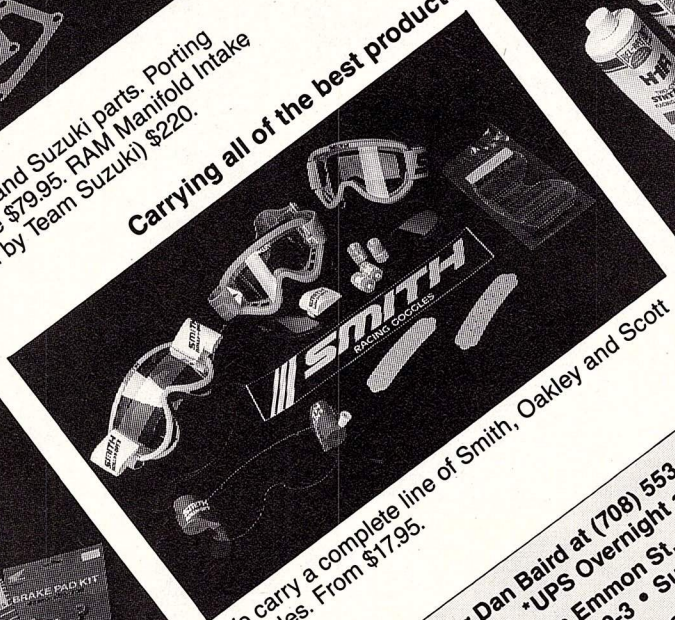

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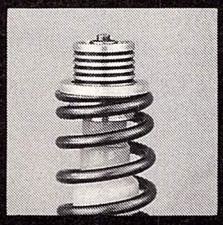

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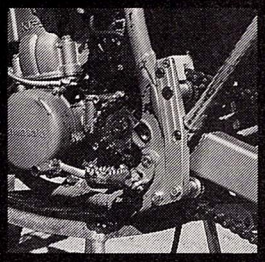

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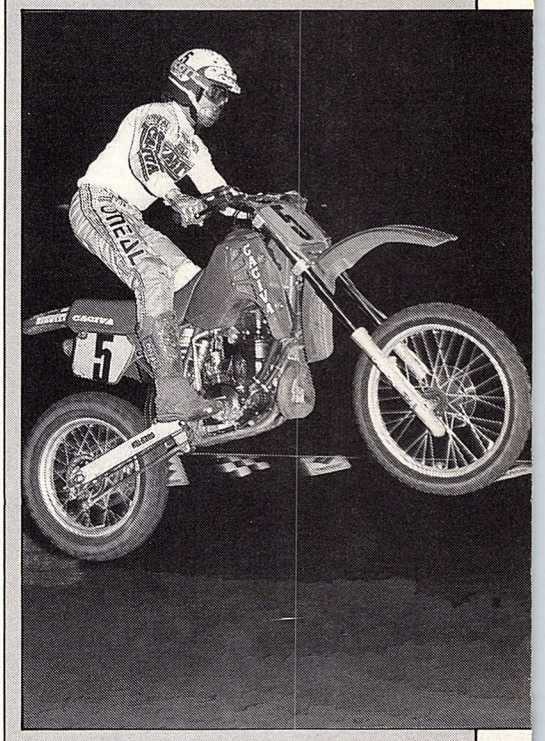
Mail Entries



MY BIKE'S BETTER

Dear *MXA,*

Recently in the Mail Entries section of your magazine there was a question that asked if you thought the 1989 Cagiva 250 was reliable. Your answer: buy a Japanese bike. I own a 1973 Husky 400 and my bike has had no problems whatsoever! I bet my bike could blow away any of those stinking Japanese bikes you guys at *MXA* worship. I don't like your attitude toward Cagiva. Why don't you put anything about Huskys and Cagivas in your magazine like *Dirt Bike* does? I think that if you did this, you would increase readership.

Frank Worrall
Ontario, Canada

Some readership isn't worth having!

YEAH, BUT . . .

Dear *MXA,*

In regard to your 100 racing tips (April '90): True, chamfering the edges of the bar clamps lessens the risk of a stress riser cracking the handlebars, but isn't it also true that running the gas cap ventilation hose down the middle of the triple clamps (as shown on page 141) will wash the grease out of the headset bearings?

Mike Noble
Cambridge, MA

Most steering stem bolts are hollow and any gas that should burp out of the vent holes would dribble down on the back of the front fender. That accounts for the muck that accumulates there.

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PARTS CENTRAL

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FOLLOW THE LEADER

HONDA
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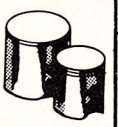
CR125	1985-88	36.93
CR125	1989	34.01
CR250	1980-85	48.45
CR250	1986-88	40.73
CR250	1989-90	33.98
CR500	1984-88	62.66
CR500	1989-90	68.93



RINGS

CR80	1980-81	7.85
CR80	1982-84	14.50
CR80	1985	15.74
CR80	1986-90	7.85
CR125	1981-85	15.83
CR125	1986-89	8.80
CR250	1981-89	19.41
CR250	1990	20.97
CR500	1984-90	23.27

GASKET SETS

CR80	1980-81	9.44
CR80	1982	8.81
CR80	1983	14.17
CR80	1984-85	14.32
CR80	1986-90	13.07
CR125	1981-86	11.02-14.61
CR125	1987	35.98
CR125	1988	39.00
CR125	1989	40.85
CR250	1980-90	12.06-16.41
CR500	1984-85	14.06
CR500	1986	14.91
CR500	1987	16.89
CR500	1988	25.32
CR500	1989	22.35
CR500	1990	29.39

CRANK ASSY.

CR80	1983-85	90.21
CR80	1986-90	86.90
CR125	1981-84	96.12
CR125	1985-87	107.54
CR125	1988-89	111.65
CR125	1990	158.04
CR250	1981-82	187.06
CR250	1983-90	147.82
CR500	1984-87,89	147.82
CR500	1988	142.38
CR500	1990	153.98

CLUTCH PLATES/FIBER (Each)

CR80	1980-82	3.28
CR80	1983-90	6.70
CR125	1981	3.28
CR125	1982-85-89	6.97
CR125	1983-84	5.20
CR250	1981-83-89	5.20
CR250	1982	5.49
CR500	1984-90	5.20

CLUTCH PLATES/METAL (Each)

CR80	1980-83,89-89	3.04
CR80	1984-86	3.54
CR125	1981	3.54
CR125	1982	4.43
CR125	1983-89	5.36
CR250	1981	5.99
CR250	1982	5.48
CR250	1983-90	5.70
CR500	1984-90	5.70

FRONT BRAKE PADS OR SHOES (SOLD BY SETS ONLY)

CR80	1980-82	9.41
CR80	1983-85	12.51
CR80	1986-90	20.95
CR125/250	1979-81	16.94
CR125	1981	26.94
CR125	1982	16.80
CR125	1983	15.80
CR125/250	1984-86	18.96
CR125/250	1987	21.72
CR125/250	1988-90	20.96
CR250	1981	12.51
CR250	1982	18.53
CR250	1983	14.95
CR500	1984-86	18.96
CR500	1985-90	20.97

REAR BRAKE PADS OR SHOES (SOLD BY SETS ONLY)

CR80	1980-81	9.41
CR80	1982-84	12.51
CR80	1985-90	13.22
CR125	1979-81	10.60
CR125	1982	16.80
CR125	1983-85	14.73
CR125/250/500	1986	15.61
CR125/250	1987-88,90	19.92
CR125/250	1989	20.96
CR250	1980	12.64
CR250	1981-82	15.69
CR250/500	1983-85	14.73
CR500	1987-89	20.97
CR500	1990	19.92

SWING ARM BEARINGS (Each)

CR80	1980-81	6.40
CR80	1982-85	9.88
CR80	1986-90	8.26
CR125	1981-85	9.08
CR125	1986-88	6.61
CR125	1989-90	7.69
CR250	1981-85	9.08
CR250	1986-87	6.61
CR250	1988-90	7.69
CR500	1984-85	9.08
CR500	1986-88	6.61
CR500	1989-90	7.69

SWING ARM SPACERS (Each)

CR80	1980-89	$9 64
CR125	1981	12 25
CR125	1982-84,89	8 88
CR125	1985-88	9 50
CR250	1981	12 25
CR250	1982-84,88-89	8 88
CR250	1985-87	9 50
CR500	1984	8 88
CR500	1985-88	9 50
CR500	1989	4 65

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FRONT BRAKE LEVERS

CR80	1982	11.05
CR80	1983-90	6.46
CR125	1981-82	11.05
CR125	1983	6.86
CR125	1984-90	6.46
CR250	1981-82	11.05
CR250	1983-90	6.46
CR500	1984-90	6.46

CLUTCH LEVERS

CR80	1980	3.68
CR80	1981	3.91
CR80	1982-90	6.46
CR125	1982	11.83
CR125	1983-90	6.46
CR250	1981,1983-90	6.46
CR250	1982	11.83
CR500	1984-89	6.46

REAR BRAKE PEDAL

CR80	1980-82	20.04
CR80	1983	11.26
CR80	1984-90	10.99
CR125	1979-82	32.88
CR125	1983-84,86,89	45.21
CR125	1985,87-88	43.56
CR125	1990	44.74
CR250	1980-81	46.11
CR250	1982	51.29
CR250	1983	45.21
CR250/500	1984-89	42.51
CR250/500	1990	43.85

SHIFT LEVERS

CR80	1980-81	12.08
CR80	1982	14.13
CR80	1983-90	22.30
CR125	1981	28.69
CR125	1982	30.45
CR125	1983-90	31.95
CR250	1981-82	56.10
CR250	1983	31.95
CR250	1984-90	29.75
CR500	1984-90	29.75

HANDLE BARS

CR80	1981-82	28.53
CR80	1983-85	25.70
CR80	1986-90	24.22
CR125	1984	37.03
CR125	1985-86	31.38
CR125	1987-89	29.57
CR250	1982-83	34.45
CR250	1984	27.03
CR250	1985-86	31.38
CR250	1987,89-90	29.57
CR250	1988	29.21
CR500	1984	37.03
CR500	1985-86	31.38
CR500	1987,89,90	29.57
CR500	1988	29.21

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FORK SEALS (Per Fork)

CR80	1984-86	10.56
CR80	1987-90	10.18
CR125	1983	11.93
CR125	1984-86,88-89	11.47
CR125	1987	10.67
CR250	1984-88	10.67
CR250	1989-90	10.52
CR500	1984-87	10.67
CR500	1988	11.47
CR500	1989-90	10.52

THROTTLE CABLES

CR80	1980-81	6.11
CR80	1982	7.69
CR80	1983	6.65
CR80	1984-85	6.51
CR80	1986-90	7.20
CR125	1981-83	7.69
CR125	1984	7.35
CR125	1985	6.97
CR125	1986-89	7.20
CR125	1990	9.49
CR250	1981	8.76
CR250	1982	7.69
CR250	1983-84	8.58
CR250/500	1985-90	7.20
CR500	1984	8.58

CLUTCH CABLES

CR80	1980-82	7.69
CR80	1983-90	6.17
CR125	1981-84	8.85
CR125	1985-90	7.63
CR250	1981	8.89
CR250	1982	8.72
CR250	1983	8.22
CR250	1984	7.88
CR250	1985-90	6.69
CR500	1984	7.88
CR500	1985-90	6.69

AIR FILTERS

CR80	1982	22.69
CR80	1983-84	23.65
CR80	1985-90	18.72
CR125	1982-84	18.35
CR125	1985-88	18.72
CR125	1989-90	29.24
CR250	1980	16.39
CR250	1981-82	20.97
CR250	1983-84	18.35
CR250	1985-87	18.72
CR250	1988-90	29.24
CR500	1984	18.35
CR500	1985-88	18.72
CR500	1989-90	29.24

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Mail Entries

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Attn.: Training Program Administrator,

On behalf of Mr. Vagner and the students in his motorcycle repair program, I would like to thank you for donating the engines, assorted forks, drive shafts and shock absorbers. This equipment will be an invaluable asset from the standpoint of enhancing and strengthening our fine instructional program.

John Passarello
Asst. Principal
Bellport, NY

Somehow your letter to American Honda was addressed to us. No problem, though; we forwarded it to Yamaha and I'm sure that they will send it to DIRT BIKE and before you know it American Honda will receive it. And to think that the Post Office wants to raise the price of first-class postage to 30 cents.

IT'S A JOKE, RIGHT?

Dear *MXA*,

I just received my husband's April 1990 issue of *Motocross Action* and was beginning to read it when I noticed something very peculiar on the cover: "The world's largest MX magazine since 1873." A very daring statement, to say the least. Shall I frame this issue and wait until the prices soar for this one-of-a-kind fluke?

Anita DeFalco-Collins
Oaklyn, NJ

. . . about the quote, "World's largest MX magazine since 1873" on the 1990 April cover: Are you serious? I didn't even think motocross bikes were big back then!

Scott Jozwiak
Granger, IN

. . . Everyone makes mistakes, but this one doesn't change anything—you are still the best MX magazine in the world!

Chris Hayman
Davenport, IA

. . . I know you guys are the oldest true MX magazine, but since *1873?* Good April Fools joke! Keep up the good work.

Ken Jokinen
Bovey, MN

Actually, we are the world's largest motocross magazine since 1873. In 1872 the magazine that was larger than us folded because of running too many out-of-focus photos.

100-TRACK ATTACK

Dear *MXA*,

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M-32 Red/Grey

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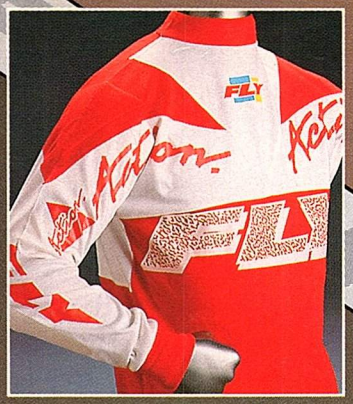
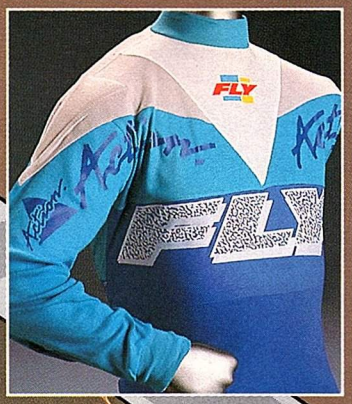
M-32 Blue/Magenta



Pro Star Jersey–Red/White



Pro Star Jersey–Royal/Aqua

Pro Star Jersey–Grey/Aqua

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Pro Star Jersey–Red/White

Pro Star Jersey–Royal/Aqua

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Pro Racing Jersey–Pink/Grey

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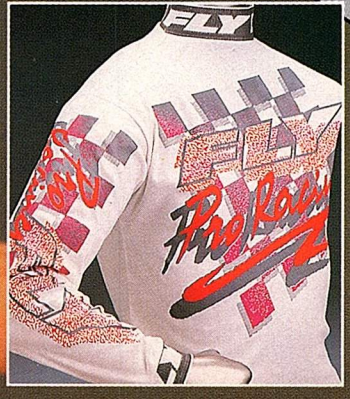
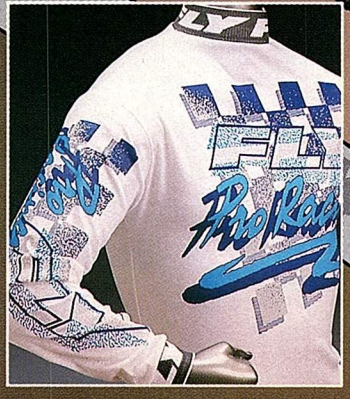
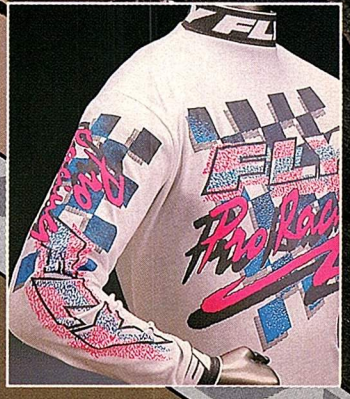


Pro Racing Jersey–Red/Grey



Pro Racing Jersey–Royal/Navy



Pro Racing Jersey–Pink/Grey

ACTION

Action–Blue

TOP RIDER

Top Rider–Blue

MACH I

Mach I–Blue

Action–Pink

Top Rider–Red

Mach I–Red

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Action–Pink

ACTION GLOVES
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By utilizing the most tried and true elements of aviation warfare, FLY's Top Rider gloves combine the protection of durable foam padding with the comfort and flexibility of a mesh back, synthetic palm and genuine Velcro® closure. All of which leaves you firmly at the controls while others are busy bailing out. Sizes 8-11
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No matter what the weather or your opponent has in store, you'll be suitably armed for any encounter with FLY's formidable lineup of gloves that combine superior protection with maximum comfort and control.

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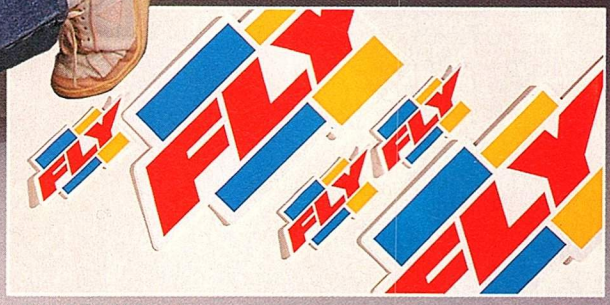

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the country, but the phone number listed is incorrect. The correct phone number is (313) 395-2169. Riders should call this number for all information concerning starting times and race dates.

Larry Franckowiak
Brown City, MI

Thank you for the thank you, and sorry about getting your phone number wrong. No wonder we missed last week's race; we thought the track had been turned into a pizza parlor. We also goofed on the phone number for Las Vegas International raceway. The correct phone number there is (702) 365-1080. □

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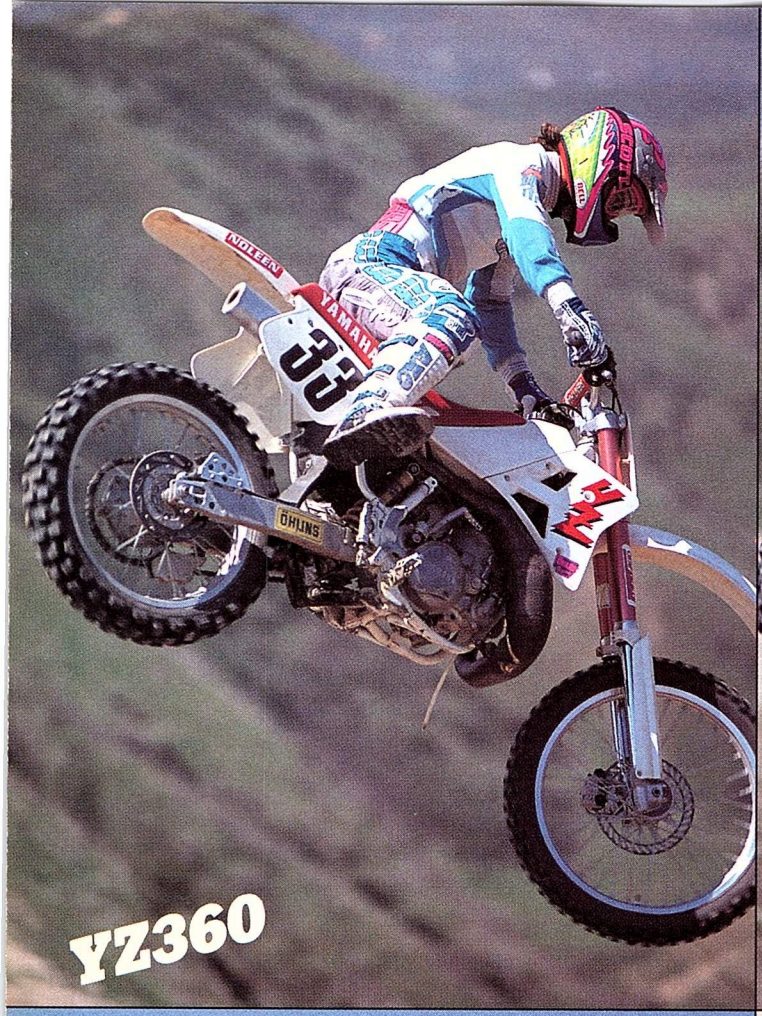
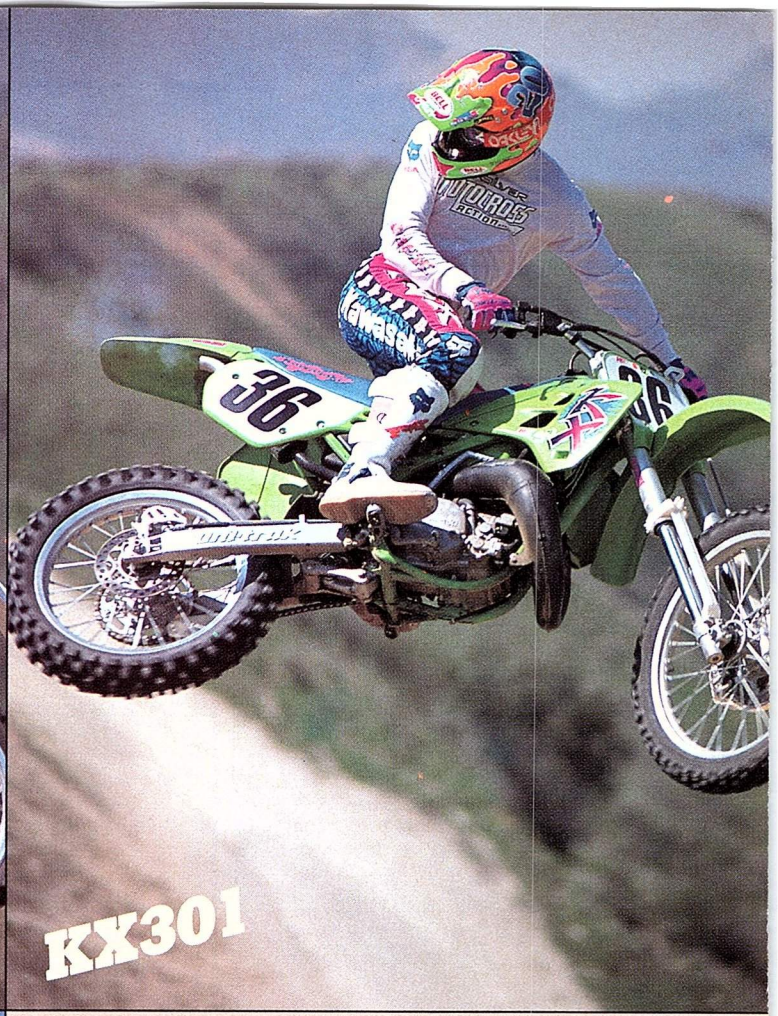
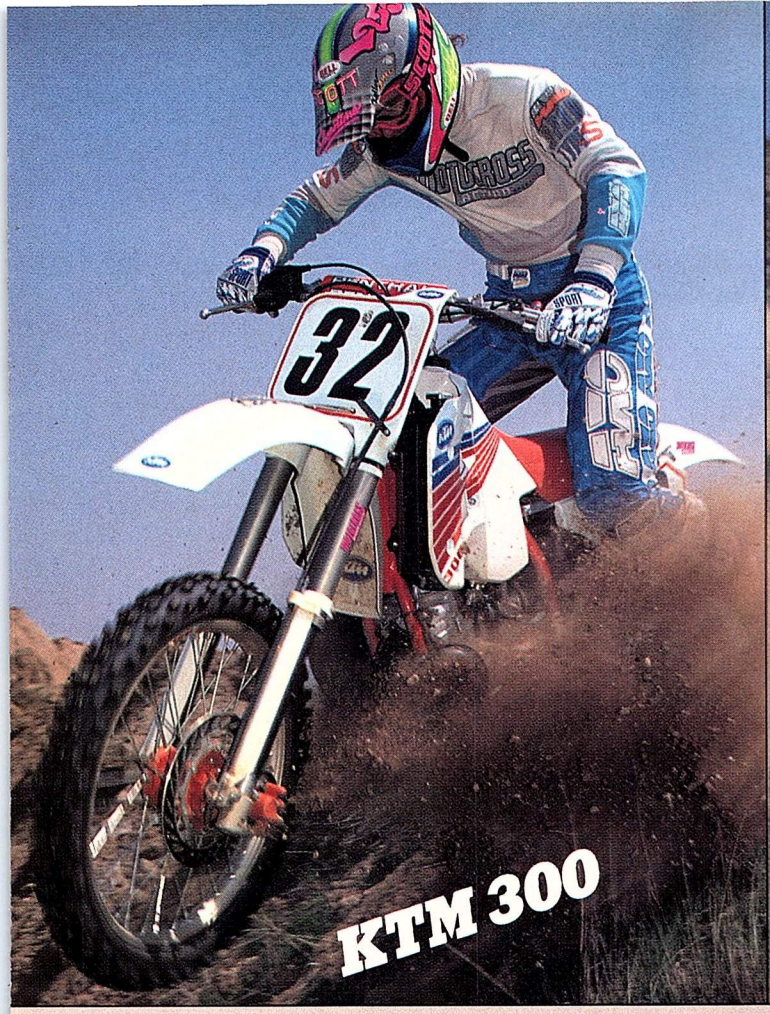


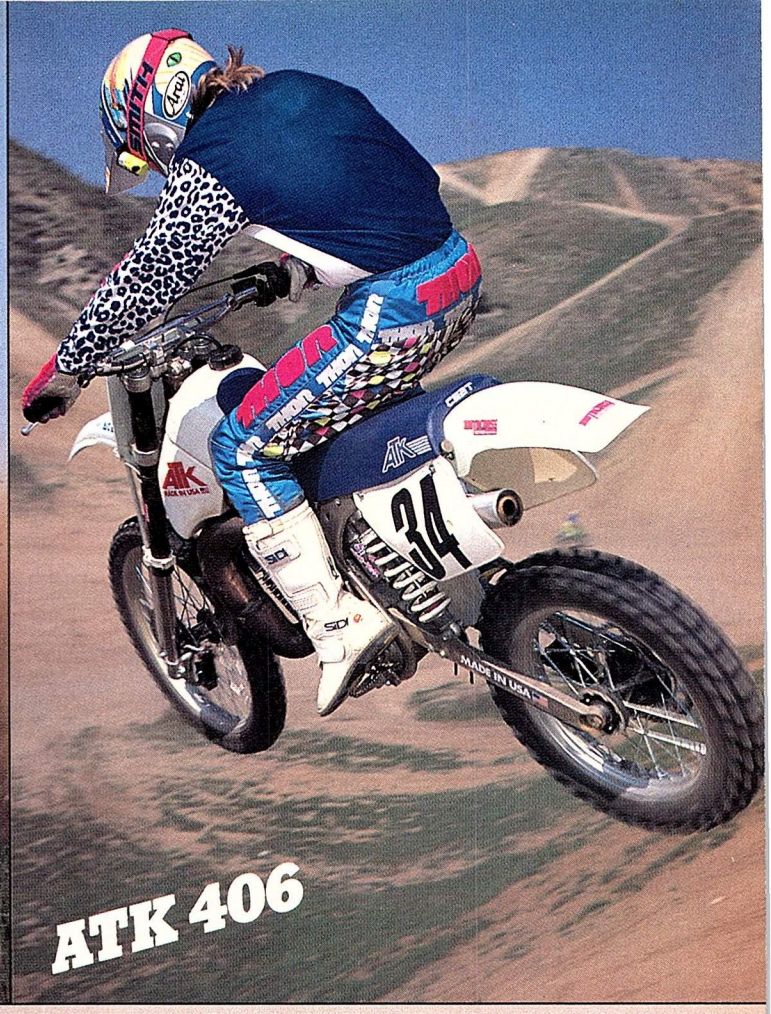


LITTLE BIG BIKES

DEATH OF THE DINOSAURS

Are midsize motocrossers at the leading edge or trailing end?





☐ "I want to buy a dirt bike," said my friend back in 1972. "What do you think I ought to get?"

"I ride a CZ. It's a great bike," I answered.

"How big is it?" he asked.

"It's a 380," I replied.

"No!" he countered. "I want a real bike. A big one. Like a Triumph 650." I tried to talk him out of buying one of those sleds, but he was fixated on engine size. He told me that his 650 Triumph would blow the doors off of my "little Czechoslovakian roller skate." Unfortunately, he found out that just the opposite was true. While the 380 CZ may not have been the fastest Open motocross bike on the planet, it could easily take care of a 350-pound bike that handled like the Exxon Valdez.

For most of the '70s motocross racers were content to race Open bikes that barely pushed the 400cc limit. The rules allowed an Open motocross bike to have a maximum displacement of 500cc, but there were few men capable of hanging onto the vibrating, uneven power produced by the few full-size two-strokes (*a la* the Maico 501) available in the '70s. Even The Man, Roger DeCoster, won his five World Championships on works Suzukis that varied between 370cc and 380cc.

The occasional effort to build a big Open bike never really resulted in mass appeal at the cash register. Big bikes were oddities and probably never would have become a force to be reckoned with, except for the remarkable success of one bike—the YZ465.

In 1980 Yamaha introduced the YZ465 and the sales figures skyrocketed. For 1981 the rush to bigger engines was on. Maico turned its 450 (which was actually a 430) into a 490. Suzuki upped the RM400 (actually a 417) into a RM465 (really a 430) and Kawasaki turned the KX400 into the KX420. Honda, which hadn't even built an Open bike up until then, released the CR450 (actually a 430). From that day on, midsized motocrossers were a dead issue.

Over the last ten years motocross engines have gotten bigger and bigger. The CR500, KX500, KTM 500 and YZ490 are all pushing the maximum limit. "Bigger is better" had become an accepted part of motocross folklore.

THE RETURN OF THE MIDSIZERS

Big-bore engines pushed the 60hp mark, became harder to ride and the Open class narrowed down to a class with few choices and even fewer riders. With fewer manufacturers building Open bikes (Suzuki pulled out in the mid-'80s and Yamaha has threatened to since 1987), there was little or no chance of anyone entering the market with a small high-performance engine.

Mugen had fielded the last effort to build a midsize kit bike when they introduced the Mugen ME360 kit in 1980. It was a commercial flop.

The first volley in the midsized war was fired in 1987 by ATK. The air-cooled ATK 406, using an under-400cc, Austrian-built Rotax motor, went into production in the winter of '87. While the Japanese manufacturers scoffed at the little bike with the small motor, the ATK 406 began selling like hotcakes. It didn't take long before more ATK 406s were sold than Yamaha YZ490s.

The midsize movement was gaining momentum by the opening of the 1989 season. Yamaha funded the Ohlins-created YZ360 project. KTM sleeved-down a KTM 500 to make a special run of KTM 350s. ISDE veteran Larry Roseler raced the off-road events on a special overbored Klemm Racing KX301. Suzuki Country Racing (SCR) built a special run of RM350s and ATK continued its rise to prominence with even more models.

KIT BIKES OR PRODUCTION BIKES?

For 1990 there are two ways to buy a midsized motocrosser: kit or showroom stock. The kit bikes are all developed around the successful foundation of their Japanese 250 brothers. The builders, Klemm Research, Noleen and SCR, start with a Kawasaki, Yamaha or Suzuki production bike respectively and nerf up the power by boring, stroking, milling, casting and scavenging parts. The kits typically cost at least $565 (and can quickly pile up to the $2000 mark). The kit bike is best utilized by a rider who already owns a used YZ, KX or RM. With a used bike in hand, the big-bore kits operate much the same as any other aftermarket hop-up. Starting from

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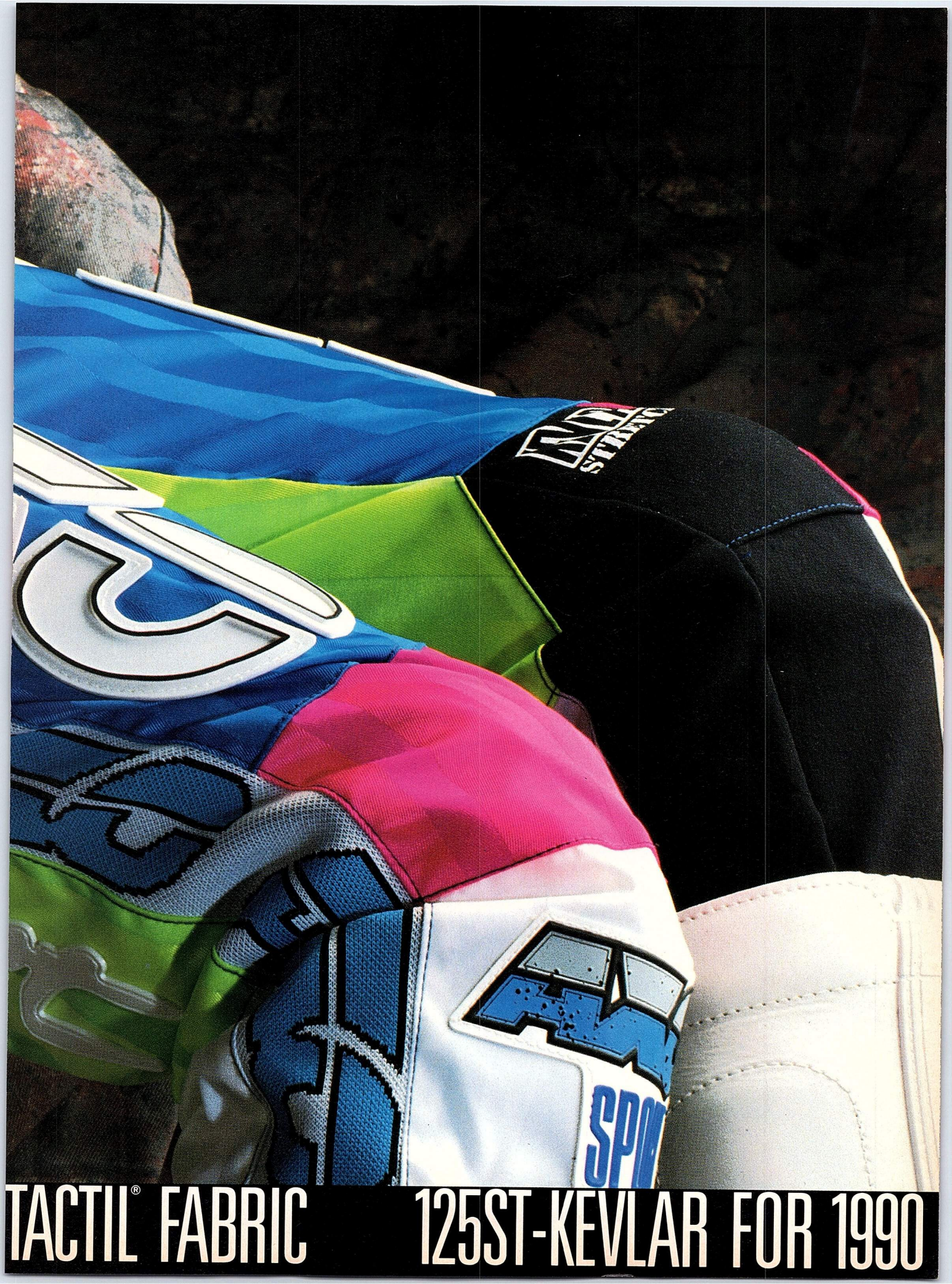

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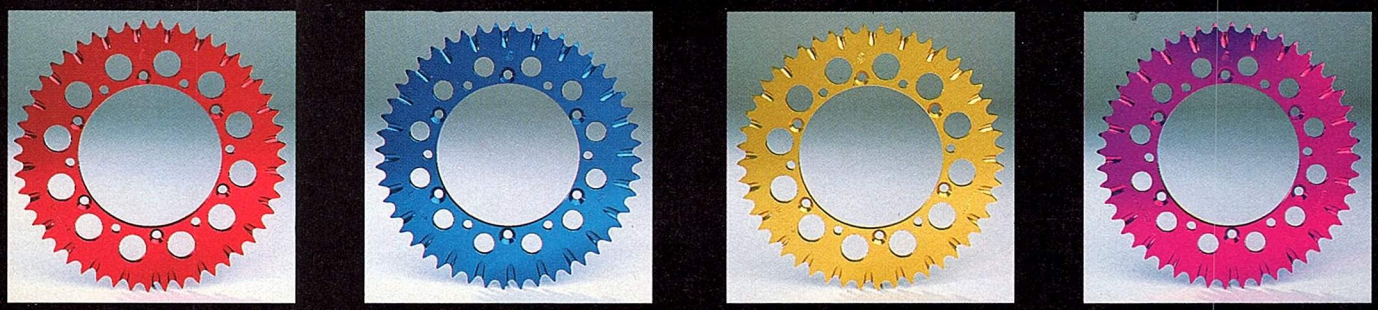

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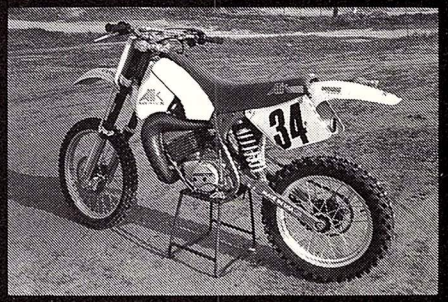
GUIDE TO MIDSIZE MOTOCROSS BIKES

WHAT IT TAKES TO MAKE OR BUY A SMALL OPEN BIKE

Model	KTM 300	ATK 406	KX301	YZ360	RM350
Type	Production	Production	Kit	Kit	Kit
Cost	$3695	$4190	$565	$1206	$1299
Bore/stroke	72/73	84/72	74/70	82/68	76.5/73
Displacement	297cc	399cc	301cc	360cc	336.5cc
Split cases	NA	NA	No	Yes	Yes
Long rod	NA	NA	No	Yes	Yes
AMA legal	No	Yes	No	Yes	No
New pipe	NA	NA	No	Yes (option)	Yes (option)
Gearing	13/49	13/49	13/48	15/47	15/49

Plunker: KTM offers off-road bikes with 80, 125, 250, 300, 350, 500 and 540cc engines. The KTM 300 is the smallest of the mid-sized motocrossers. It is based on the Broc Glover Replica KTM 250 chassis and shares all of its components.

Sleeper: If it wasn't for the 301 decal on the radiator wing, there is no way to tell that the Klemm Research kit is installed. At $565 for parts, labor and setup, the KX301 is the least expensive midsized kit.



Rapper: With the addition of the new gas tank, supercross seat, ported cylinder, light flywheel and MX suspension, the 1990 ATK 406MX stands out from its enduro-bred brothers. It is faster, crisper and harder-hitting.

Blaster: For $1400 SCR can turn your mild-mannered RM250 into a wild-mannered RM350. More than just a big-bore, the SCR RM350 gets a long rod, long stroke, big bore, spacer plate, Keihin carb and race porting.

Reamer: Yamaha of Japan paid the development costs for the Swedish-designed Ohlins YZ360 kit, which was built in Italy, Holland and Sweden. You can buy the incredibly smooth and powerful YZ360 kit in America from Noleen Racing.

scratch would mean buying a $3600 bike and adding on the cost of the big-bore kit.

Riders who would rather walk into a dealership and buy a midsize motocrosser only have two choices: ATK or KTM. The ATK 406 is a uniquely different bike, and as the founder of the midsized movement they hold several advantages over the competition. ATK builds their product from the ground up to work as a midsized bike. The Rotax motor is air-cooled. The bike weighs under 220 pounds in racing trim. The 406 motor (actual displacement—399cc) is the biggest of the midsized bikes, and while the motor is an older design, the extra cc's make up for any power advantages gained over the years through technology.

KTM, on the other hand, is the smallest of the midsized bikes (297cc). Last year KTM introduced the KTM 350, which was based on the KTM 500, but it really didn't have the correct type of power to pull the 500 drive train. It has been relegated to the enduro line for 1990. To rectify their motocross needs for 1990, KTM built the new 300 on the smaller and improved KTM 250 running gear.

A rider can choose from the KTM 300 (297cc), Kawasaki KX301 (301cc), Suzuki RM350 (336.5cc), Yamaha YZ360 (360cc) and ATK 406 (399cc). All midsize. All different.

WHAT'S THE ATTRACTION?

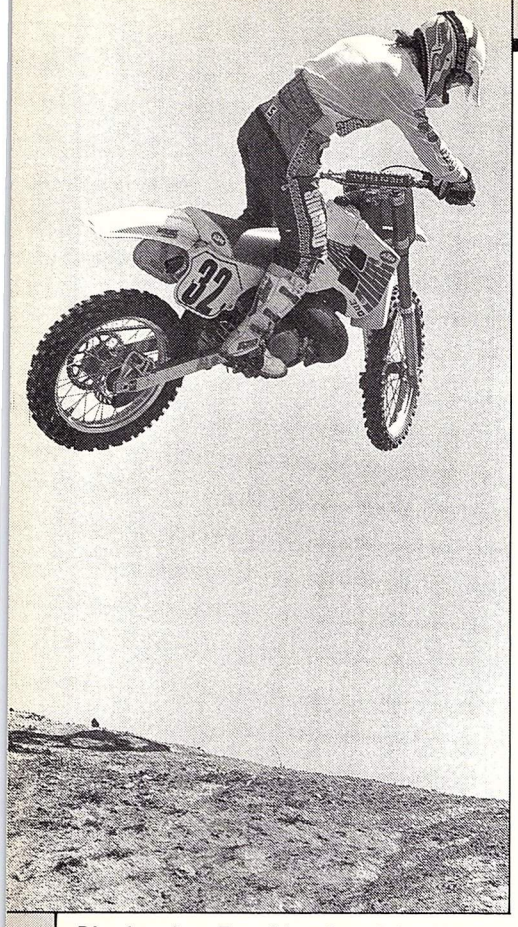
The attraction of midsize motocross engines stems from two types of riders. First, and foremost, is the Vet class specialist. Veteran races are a rapidly growing phenomenon in America, and vet racers are not limited to a specific displacement. They can run any size engine that they like. Most vets choose to race 250s, but they realize that the deuce-and-a-half engines are at a distinct disadvantage on fast tracks against riders on 500s. Midsize motocross bikes are perfect for the Vet class. The midsize bikes aren't as fast as the 500s or as quick as the 250s, but they bridge the gap between the two with enough *panache* to make a difference. Veteran riders buy them to holeshot 250s and keep 500s behind them on the straights.

The second group of buyers for midsized bikes are riders who want to have more power, but not too much power. It's no secret that the average rider finds the 60hp grunt of the KX500 or CR500 to be frightening. They only turn the big bikes wide open once or twice before they get the bejeebies scared out of them. The 40-plus horses of the midsize bikes are easier to ride, more manageable and considerably more fun. Whether a rider is looking for a versatile play bike or light Open bike, the midsize bikes are the best place to turn.

WILL THE TIDE TURN?

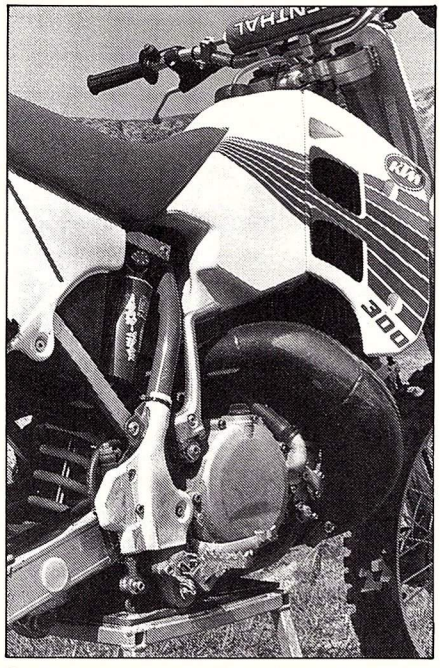
Will the Japanese manufacturers bite the bullet and build production-line midsize motocrossers? Probably not. AMA/FIM rules require that an Open class bike have a minimum displacement of 340cc and it's unlikely that the major companies will give up on their 500cc bikes to build high-tech 360s or 380s. Not that they couldn't do a great job of it—it's just too risky for the market-depressed Japanese builders.

What that means is that small manufacturers and enterprising private firms have a niche in the market that is all theirs. For those of you too young to remember the glory days of motocross in the 1960s, you'd be surprised to learn that 500cc motocross was dominated by four-strokes. The thumpers were all bored out to the maximum displacement, and battles between riders like Jeff Smith (BSA) and Rolf Tibblin (Hedlund/Husqvarna) were booming symphonies of thumper rumble. It took ironmen to manhandle the heavy thumpers of the '60s. It might still be that way, but the upstart Czech CZ firm showed up at the 500 GPs with a 251cc two-stroke. The ironmen laughed at it! They made jokes about the sound it made! They quit giggling when the featherweight two-stroke caught and passed them week after week. From that day on 500cc racing changed. Four-strokes never dominated again, CZ was banned from racing the slightly bored-out 250 by the new 340cc minimum displacement rule and the precedent was set for the death of all dinosaurs. It is now 25 years later and the bigger-is-better two-strokes may be the next dinosaurs to face extinction. If you'd like to join the new midsized movement your choices are ATK, KTM, Klemm, Noleen or SCR.



Dive bomber: Test riders hated the White Power suspension settings but felt that the addition of more power and torque improved the Austrian bike's cornering and straight-line handling.

BIG, BUT NOT LARGE
KTM 300MX



Power profile: The KTM 300 produces more power than the KTM 250, but not as much as any of the other midsized bikes. The bottom-end is a little weak but the midrange is decent. Power delivery is predictable but uninspiring.

• KTM has to be admired for ingenuity. A close look at the wide variety of models, displacement sizes and product offered by the Austrian firm makes the efforts of the Japanese manufacturers pale. Honda offers only four two-stroke off-road bikes (80, 125, 250 and 500), and they are all motocrossers. KTM, by comparison, has three separate lines (MX, enduro and cross-country) and each line features a unique mix of displacement sizes including 80, 125, 250, 300, 350, 500 and 540 two-strokes. That's seven different engines!

The Austrian firm's attempts to build a different bike for every taste can get confusing, but for riders looking for midsized motorcycles KTM offers the most variety. New for 1990 is the KTM 300. Built on a 72mm bore and 73mm stroke engine that offers a bigger piston and longer stroke than the KTM 250, the 300 is night-and-day different from its next largest sibling, the KTM 350. Last year the 350 was billed as a vet motocrosser, but it was saddled with the extra weight, gear ratios and bulk of the KTM 500 engine it was built around. KTM learned the hard way that building a small engine in a big chassis wasn't nearly as good as building a big engine in a small chassis—thus was born the KTM 300. The 350 has been moved over to the enduro side of the marketing scale for 1990.

POWER TO THE MASSES

KTM's 300cc motor is the smallest of the midsized motocrossers and it makes the smallest amount of power. The 1989 KTM 350 model was hampered by the Open-class gearbox. It bogged between second and third gear. This year KTM has built the new 300 around the 250 gearbox—better thinking! By using the new 250 gearbox and chassis, the KTM 300 isn't saddled with the weight, size and power expectations of last year. However, the 300 isn't the perfect motor; even if it was, the 297cc engine might be short on concept.

Where the KTM 300 falls short is in its overall power output. Yes, it makes more power than the 1990 KTM 250, but so do most Japanese 250s. The question is whether or not the KTM 300 can run with bikes like the YZ360, RM350, KX301 and ATK 406, and the answer is no—at least not in sheer horsepower. It's not a fast midsized bike. It makes a healthy chunk of power that comes on with a steady and predictable buildup. When you begin to compare it head-to-head with each of the midsized bikes it suffers by comparison at every step along the way. The ATK 406 makes more power. The YZ360 delivers the power more efficiently. The RM350 is more abrupt and quicker-revving and the KX301 is harder-hitting, torquier and faster. What does that leave for the KTM 300? The true market for the 300 is for KTM riders who are looking for a faster version of the KTM 250—not a bike that is faster than any midsizer.

What does the KTM 300 need to be more competitive? More life! It's a dull motor. It comes on like a slow-revving but powerful 250 or, conversely, an Open bike with a rag in the airbox. The power is usable, easy to manage and predictable. A fast rider can go fast on it, but it won't make a slow rider faster.

HANDLING & SUSPENSION

Surprisingly, the steady production of power makes the KTM 300 handle better than the virtually identical KTM 250. This isn't unusual. Typically, different amounts and types of power allow a chassis to be used differently. The KTM 250 is down on power and has to be ridden harder, which means that it is pushed into the turns with more fervor than the KTM 300. It doesn't really track as well as the 300. The biggest pluses of the steady vibes of the bigger motor are evident in cornering and direction changes. The KTM 300 doesn't feel lighter or more stable in the air.

Stock KTM suspension settings need serious work back at the factory. Of the five midsized bikes available, the KTM leaves the most to be desired in terms of damping and spring rates. The harsh compression, soft spring rates and beater feeling don't inspire the rider to use the KTM to its fullest. The White Power forks and shocks are top-flight Dutch-made units, but they are not in tune with the KTM's linkage and chassis.

White Power suspension units can be revalved and set up to more competitive specs by the White Bros. Cycle Specialties. It is a cost that has to be counted into the price of racing a KTM.

WHAT'S IT ALL ABOUT, ALFIE?

The KTM 300 had us scratching our heads as much as the KTM 350 did last year. We kept asking ourselves, "Why?" Last year the 350 didn't have enough power to keep the motor pulling across the gap in gears. This year the KTM 300 produces better power than the KTM 250, but not as much as the other midsize bikes. It would be a pretty good 250, but it's not much of an Open bike.

Who's going to benefit from the KTM 300? If you are planning on buying a KTM to play ride or trail ride on, the 300 is a better motor for most off-road situations than the 250. In an Open class race the KTM 300 isn't going to have any distinct advantage over a 500. It isn't AMA-legal (being below the 340cc limit) and power-wise it can't expect to run with a 60hp monster bike. Its only real niche is for Veteran class racing, where a diehard KTM rider would be better equipped on the 300 than the 250. •

INEXPENSIVE PONIES
KLEMM RESEARCH KX301

Go for broke: Test riders loved the added power of the KX301. It's not an Open bike by any stretch of the imagination, but it's faster and broader than any available 250.

• The underground hit of last year was the Klemm Research KX285 kit. A small cadre of hardcore riders discovered the power advantages of the extra ponies that could be coaxed out of the Kawasaki KX250 mill with a new oversize piston. For 1990 Klemm Research's Bill Keefe has refined and upgraded the kit to turn the hard-hitting 1990 KX250 into an awesome KX301. Riders like Larry Roseler, who used the extra vibes of last year's small increase to broaden and flesh out their resumes, are anxious to get their hands on the bigger 301cc kit.

To turn your KX250 into a KX301, all you have to do is send the cylinder and head to Klemm Research. They don't need the lower-end, rod, stock piston or any miscellaneous pieces. When Klemm gets your cylinder they ream out the bore, install a new liner, mill the cylinder head to match it, port the liner to high-performance specs and supply you with a new big-bore piston, wrist pin, clips and gasket. The whole procedure is handled in minimal time and with less fuss than either the Suzuki or Yamaha kits.

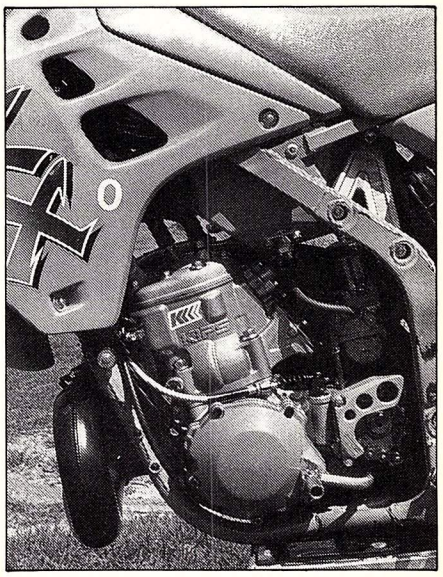
The new 74mm bore (stock is 64.4mm) is combined with the 70mm stroke to produce a healthy increase in vibes. The KX301 isn't legal for the AMA Nationals since it comes up short of the 340cc minimum, but is a handy weapon for local, regional and Vet races. Visually, the externals of the engine are unchanged from the stock KX250 unit. No one can tell that you have 301cc until the gate drops.

HOW POWERFUL IS IT?

A stock 1990 KX250 motor is a wonderful racing engine. It has a brutal midrange hit and respectable revs. Intermediate-and-above motocrossers love it, but if you ask them what they'd change on it most riders claim that they'd like more low-end and a longer, stronger top. The Klemm Kawasaki KX301 kit gives them their wish. The simplest cure for poor low-end power is cubic centimeters. The 51cc-bigger KX engine grinds out more power, doesn't cost anything in the midrange and, thanks to the porting, stays on longer. You can ride the KX301 below the standard KX250's brutal hit and still go fast, or you can rap it on, hang on and sail on to victory.

We opted to add a Klemm Torque weight ($74.95) to the KX301 motor. The flywheel weights come in three different sizes (12, 15 and 20 ounces). The extra weight doesn't damage the horsepower—it just makes it easier to manage.

Kawasaki's growing popularity on the motocross circuit isn't going to be hurt by the Klemm kit. The extra boost of power is exactly what the KX needs to push it past the competition in the Vet class—but how does it work as a midsize MXer? In displacement it is only slightly larger than the KTM 300, but there is no comparison in performance. The KX301 romps the KTM. It gives up size to the RM350, YZ360 and ATK 406, but fits directly in between them. It has a better, broader and more usable powerband than the RM350, a harder-hitting and quicker burst of power than the YZ360 and a crisper, more responsive power delivery than the air-cooled ATK. The ATK and YZ360 are the epitome of the small Open bikes, while the KX301 is the ultimate big 250!



Power picture: An absolute rocket. The KX301 kit makes the KX250 into a better bike. The big-bore kit adds more low, stronger mid and longer top. The extra ponies enhance the KX's handling and usability. ►

HANDLING & SUSPENSION

Extra horsepower can help or hurt a motocross bike. The Suzuki RM250 chassis isn't enhanced by the addition of an extra ten horses. Its ultra-quick handling traits are better suited to a short, hard-hitting and controllable amount of power. Conversely, the KTM 250 rolling chassis becomes a more predictable and accurate machine with the addition of more torque and tractive drive. It can go either way, and while the stock KX250 tends to be more like the RM in its handling than the KTM, it actually likes the addition of the extra power. Instead of quickening the KX steering input, the added 51cc provide a calming influence.

Test riders liked the Klemm KX301. It was the least expensive of the midsize kits, didn't alter the external appearance of the motor, provided a healthy dose of horsepower and improved the standard KX handling. That is a lot to ask from the installation of a bigger piston, but it's a fact. After riding the Klemm KX301, most test riders were reluctant to go back to their stock KX250s.

Klemm Research doesn't do suspension work—only motors. Our test KX301 had the suspension done by PEP, and it wasn't set up very well for the courses we rode. That is part of what makes the test rider's infatuation with the Klemm kit all the more interesting. They didn't like the suspension, but they still liked the way the bikes handled and felt. Amazing!

WHAT DOES IT COST?

Surprise! The complete KX301 kit retails for $565. That is about one-half the price of the more involved, complicated and labor-intensive YZ and RM big-bore kits—and the performance isn't lessened by the lower price. Add-on costs include $74.95 for the Klemm Torque Weight and $15 for an ignition cover spacer to accept the weight. A great kit at a great price.

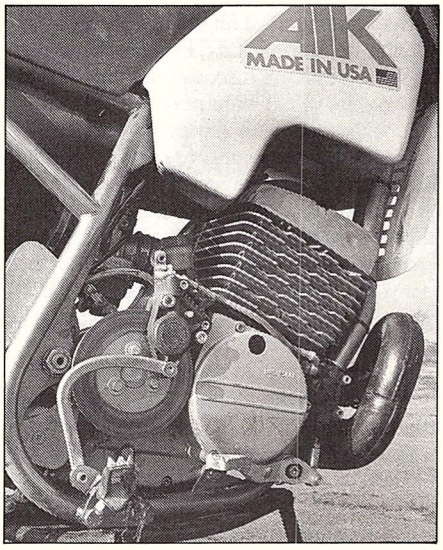
For more info contact Klemm Research, 139 N. Maple, Corona, CA 91720; (714) 272-8480. •

MADE IN THE USA

ATK 406MX

◄ ***Handler: The production-line ATK 406MX actually weighs less than most 250s. The 399cc motor is the fastest, broadest and easiest to ride of all the mid-sized machines. Retail price is over $4000.***

Power history: With one of the few air-cooled motocross engines still offered, the ATK 406 attracts buyers with its simplicity, low maintenance and durability. The motor is over 15 years old but updates have kept it churning out competitive ponies. ►



• Everything about ATK motorcycles flies in the face of reason. First, ATK moved into the mass production of two-stroke motorcycles at a time when the big Japanese and European manufacturers were hurting for sales. Second, ATK eschewed water-cooling and stepped back into time to market an air-cooled line of off-road motorcycles. Third, ATK simplified and carefully designed their Open bikes to hit the scales at under 220 pounds. Finally, ATK developed radically new ways of doing things, like the airbox in the gas tank, countershaft disc, chain torque eliminator, no chain adjuster swingarm and a lightweight steel swingarm (instead of aluminum). Doing things differently isn't normally the key to success, but the American-made motorcycles have had major impacts on the sales charts and the direction of the sport.

No one denies that the move towards midsize motocross bikes was started by ATK in the winter of 1987, when the first 406 rolled off a California assembly line. The ATK 406, the mainstay of the ATK lineup which includes 250 and 406 two-strokes and a 604 thumper, immediately found a niche with riders who wanted an American-made, easy-to-maintain, medium-displacement (399cc), air-cooled motorcycle.

AIMING FOR SPECIAL MARKETS

For 1990 ATK has dropped their original premise of the one-model, do-it-all motorcycle. To attract new buyers, ATK's new management has unleashed a veritable horde of options on the marketplace. For the enduro market new six-speed trannies are available; trail riders can order special short-travel versions; frames can be ordered in colors (including nickel plating); plastic can be selected in a variety of colors, and saddles are available in everything from mild to wild.

The version that is of the most interest to motocrossers is the new ATK 406MX. With a price tag that is $200 more than a standard-issue ATK 406, the 406MX comes with a special 2.2-gallon gas tank, supercross-style seat, nickel-plated frame, 38mm Mikuni TMX-Concept carb, Pirelli Sandcross tires, ported cylinder, milled head, lighter flywheel and stiffer motocross suspension. The bike is identical to those raced by ATK team factory riders Greg Zitterkopf and Willy Musgrave. The MX model is purpose built to be faster, lighter, sleeker and better-suspended than the stock 406.

DOES IT ACHIEVE ITS GOAL?

Cubic centimeters have a way of glossing over a lot of flaws, and the ATK 406 is the biggest of the available midsized motocrossers. Even though the engine is 15 years old, it still pumps out enough ponies to make it the fastest of the midsizers. The *MXA* test crew has a lot of experience with ATK motorcycles, and the 406MX does deliver what it promises. The motor, thanks to the porting and head work, is harder-hitting and quicker-responding than past models. It's no secret that the 406 motor is basically an enduro-tuned engine that makes a steady, predictable and controllable surge of power, yet the 406MX version works better. The lag time that was present on the stocker is traded in for a crisper burst and a stronger top-end.

What makes midsized motocross bikes popular with many riders is that they can ride them like 250s but have enough power to torque out of turns like an Open bike. ATK has kept the weight low enough that the power-to-weight ratio allows it to be competitive in the Open class. Of the five midsized motocrossers, only the ATK 406MX and Yamaha YZ360 really have a chance of running with a pure 500cc bike on a fast track. The smaller kit bikes are fast 250s; the ATK and YZ360 are mellow Open bikes.

IS IT FOR REAL?

You aren't going to see a lot of ATKs on the starting line of your local track. They don't manufacture enough in a season to put more than two at every track in America (assuming that they were equally distributed). Most of the ATKs that are sold fall into the hands of trail riders, enduro riders and the hare scrambles crowd. The 406MX is an effort to get more motocrossers on board the ATK brand. The question is whether or not they should.

Young kids, hard-riding teenagers and fashion-conscious racers probably won't walk into a showroom to buy an ATK, but they aren't going to buy an Open bike anyway. Riders who have been racing for only three or four years are unlikely candidates to become ATK pilots. They aren't looking for simpler machines. Riders who will, or should, flock to the ATK 406 are riders who used to race in the '70s. Maico, KTM and Husqvarna riders will find that the ATK has a lot of the traits that used to define a great bike. It handles superbly, turns sharp, jumps straight, has terrific rear suspension, passable front forks and a feeling that, even though the ATK is built in America, can best be described as European. We know several ATK riders who insist that an ATK 406 feels identical to, and emits the same emotions as, riding a Maico. That is a compliment that only a Maico rider would appreciate.

What it all adds up to is that this is the premier vet bike on the planet!

HOW FAST IS IT?

Riding an ATK isn't a matter of how fast it is, but how fast you can go on it. Midsized motocross bikes allow a rider to jam into the corners deeper than riders on big 500s. Midsizers can be turned on sooner with less chance of wheelying over backwards or jerking your arms out of their sockets. In long motos a midsized bike will beat the rider up less, allowing him to make those crucial late-moto charges. When a bike is equipped with better suspension, enough power to use but not enough to abuse, and a 20-pound weight advantage it should be a winner. The ATK is a winner.

Whether or not a given rider could be a winner on it depends on his personal desires. To most motocrossers it's quaint, eccentric and antiquated. To the rider who is looking for a simple, air-cooled, American-made motorcycle—it's the only choice. •

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Photo: Lance Johnson

1990 RM 125

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BIG-BORE ZOOK
SCR SUZUKI RM350

• Suzuki pulled out of the Open class seven years ago. Since that time if a Suzuki rider wanted to race in the 500 class he had to buy a different brand. SCR Racing in Norco, California, got tired of seeing all of their Suzuki riders buying Kawasakis or Hondas when they moved to the big-bores. They vowed to build an Open class RM. It wasn't easy!

To make the SCR RM350, the stock 249cc RM cylinder has to be bored out to accept a displacement increase to 336.5cc. A new 76.5mm cylinder liner is pressed into the stock 68mm bore. Special pistons are ordered from Wiseco, longer rods are cast in Japan and the crankshaft is heavily modified to increase the RM250 stroke by over 2mm. Once all the SCR parts are collected the cases are machined and re-welded, power valves are reworked and a spacer plate is made to raise the cylinder.

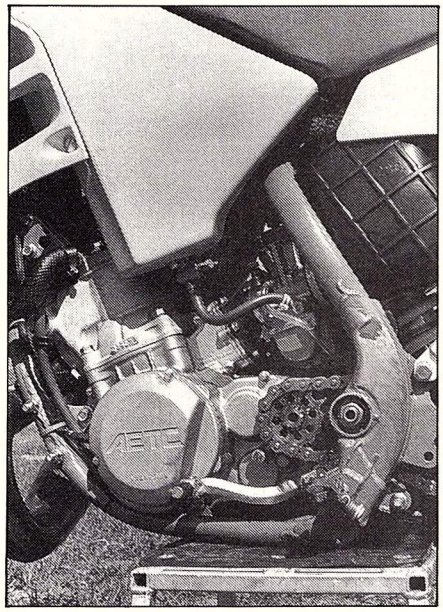
The result? A brutally fast midsized Suzuki. It isn't legal for AMA National racing (because of the homulagation rules and 340cc minimum), but for most amateur, local and vet races it is the fastest RM made.

THE POWER OF THE RM350

Power is what midsized motocross bikes are all about, and the SCR RM350 has a healthy chunk of midrange power. It comes on with a Doberman-like bark that makes the stock RM250 feel like a poodle. The light-flywheel RM250 lower-end doesn't give the SCR RM350 much inertia to work with to produce a strong, long, churning powerband. It barks! It bites, but it doesn't have a long, hard pull relative to a typical Open bike. Since there isn't an RM500 to compare it to, we can easily say it's the most powerful RM around, but unlike most Open bikes it doesn't feel like a monster motor. It hits like a 250 on steroids. Power output is way up over an RM250, but the powerband is more gargantuan 250 than Open bike.

Geared with a 15-tooth countershaft and 49-tooth rear, the RM350 makes decent use of the 250 gearbox. Shifting is incredibly light and easy to use and, if anything, the heavier vibes of the big-bore kit enhance shifting. Test riders complained about three things. First, the lack of flywheel effect made the RM350 easy to stall in the turns and gave it a tendency to freewheel through the braking bumps. Second, the extra oats in the 350cc top-end put a heavy strain on the RM250 drive train. It's no secret that Suzuki reliability isn't awe-inspiring, and when you add full-blast power things go pop in the night. Riders who use a lot of clutch will use up a lot of clutch plates. Finally, Suzuki's twitch-o-matic handling is very antsy when harnessing a big-bore motor. Little flops and swaps with a 250 motor can become big swaps and flops with a 350 motor. It was a busy bike to ride.

Hang on: With the light flywheels test riders complained about the RM stalling in turns and freewheeling through the braking bumps. They also complained about having too much power on tap. You give some to get some!



◄ Power readout: Mega blast! The SCR 350 kit doesn't turn the RM250 into an easy-to-ride, mellow-midrange, wide-powerband Cadillac. It barks in the midrange and demands the rider's full attention.

HANDLING & SUSPENSION

Where the handling shines on the RM250 is in the tight stuff. It likes to carve tight corners, tuck inside opposing brands and whip around supercross-style tracks—but that is with the 250cc powerplant! With the RM350 the extra burst of power, freewheeling into turns and added torque result in a bike that becomes more difficult to manage in tight turns. The lack of flywheel effect makes the RM motor want to stall. The tight, steep and quick geometry wants to twitch the frame under the added load, and the extra blast of power either lifts the front wheel up or plows it through the corners. The Suzuki is the lightest-feeling, quickest-handling and most agile frame on the starting line, and the addition of an extra 78cc magnifies those characteristics. If the RM350 produced a smooth and mellow type of power, the RM chassis might absorb it better, but the surging power doesn't mate well to the gymnastic chassis.

What does help the SCR RM350 out of a lot of the holes the chassis digs for it is good SCR suspension. The forks ($149.95) and shock ($149.95) have been reworked to provide an improved ride. Stiffer .39-kilo fork springs ($49.95) are added to the front end.

WHAT DOES IT COST?

The complete SCR RM350 kit, including the labor to do the makeover, pipe, 39mm Keihin carb and assembly, costs $1479. For $1299.95 SCR will build you an RM350 using the RM's Mikuni carb. SCR offers a complete line of Suzuki hop-up components including carbon fiber disc guards ($62.95), carbon fiber chainguide ($41.95) and a special no-flex front axle modification ($49.95) to improve steering rigidity.

For more info contact SCR, 2057 N. Hamner Ave., Norco, CA 91760; (714) 734-0640. •

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NOLEEN RACING'S YAMAHA YZ360

• It's no secret that the Yamaha YZ490 has seen better days. Yamaha continues to offer the YZ490 to the public because sales are decent and the dealer network needs a full line of bikes, but someone at Yamaha has seen the writing on the wall. Yamaha financed the development of the Ohlins YZ360 kit. Designed in Sweden and built in various European countries by a consortium of parts suppliers, the YZ360 kit is marketed in America by Noleen Racing.

The YZ360 kit is so professionally done that it looks, fits and runs just like a production-line part. The kit consists of a new cylinder, head, piston, rod, wrist pin, bearings, intake manifold, Power Valve and reed block. All the parts have been built and tested by Yamaha, which used the YZ360 kit for their race team in 1989. Additionally, each kit comes with a spare piston, rings, gaskets and wrist pin so that the buyer will be able to rebuild it. The only thing that the buyer has to supply for himself is a 12mm extension to the stock YZ250 Power Valve actuating rod.

Bolting the YZ360 kit onto a 1988, '89 or '90 Yamaha YZ250 will result in a massive power boost. The bore is increased from 68mm to 82mm and, while the stroke remains the same as on the YZ250, the rod is 5mm longer. The YZ360 is AMA-legal, because Ohlins produced enough kits to meet the homulagation rules.

WHAT IS THE POWER REALLY LIKE?

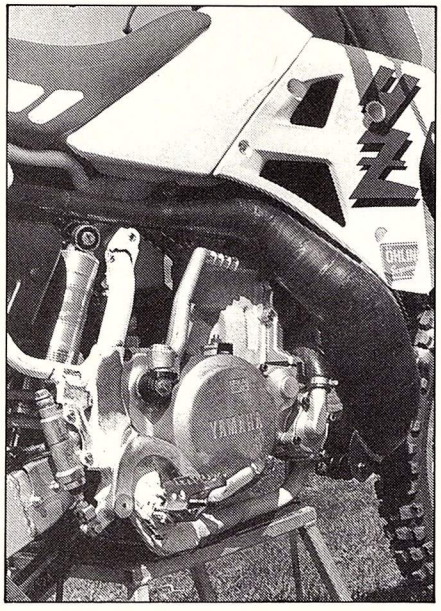
The Ohlins/Yamaha YZ360 kit is one sweet motor. Last year the kit was relatively new and no one, including Yamaha, knew much about getting the most out of it. This year, after a full season of racing under its belt, the YZ360 is almost twice as good. Our test YZ360 was set up by Noleen Racing and it included some porting touch-up on the kit cylinder, a special Noleen YZ360 pipe and 15/49 gearing. The porting, pipe and gearing give the YZ360 motor more overrun into the top-end, much more than a YZ250 motor, and an incredibly smooth power delivery. Technically, an over-square motor like the YZ360 shouldn't be this smooth—but it is!

Test riders loved the fact that they could hammer the YZ360 out of the gate just like a 250, but with mega-ponies. It gobbled up ground between the gate and the first turn faster than all the 250s and with more control than the 500s. It has the beans to pull the next tallest gear, the smoothness to be ridden hard in the proper gear and more versatility than the stock YZ250 motor. When you compare the YZ250 to the YZ360, there are very few areas where the YZ360 doesn't win. Granted, the YZ250 has a more abrupt and quick-hitting power delivery, but if the YZ360 hit hard and fast, it would loop out sure and solidly. The biggest surprise is that the YZ360 shifts twice as good as the YZ250. On the midsize Yamaha you can take that normally touchy upshift to third to the bank. The torquier power delivery and slower-revving internals fix the shifting.

It's a good motor—good enough to make the YZ250 into a competitive Open bike (proved by top-five finishes in the 500 Nationals), a killer Vet class racer (where there are no displacement categories) and a better all-around motocross bike.

Tractor tech: Test riders loved the smooth, mellow, broad and usable YZ360 motor. It didn't exhibit any jolts, bursts or surges that deterred it from going forward. It is the same engine that Dubach, Dymond and Lamson used last year. ►

Power package: In past tests of the YZ360 kit, we felt that porting and gearing changes were required. This year we tested a full-race YZ360 and found the motor to be a perfect blend of control and power. Very good. ▼



HANDLING & SUSPENSION

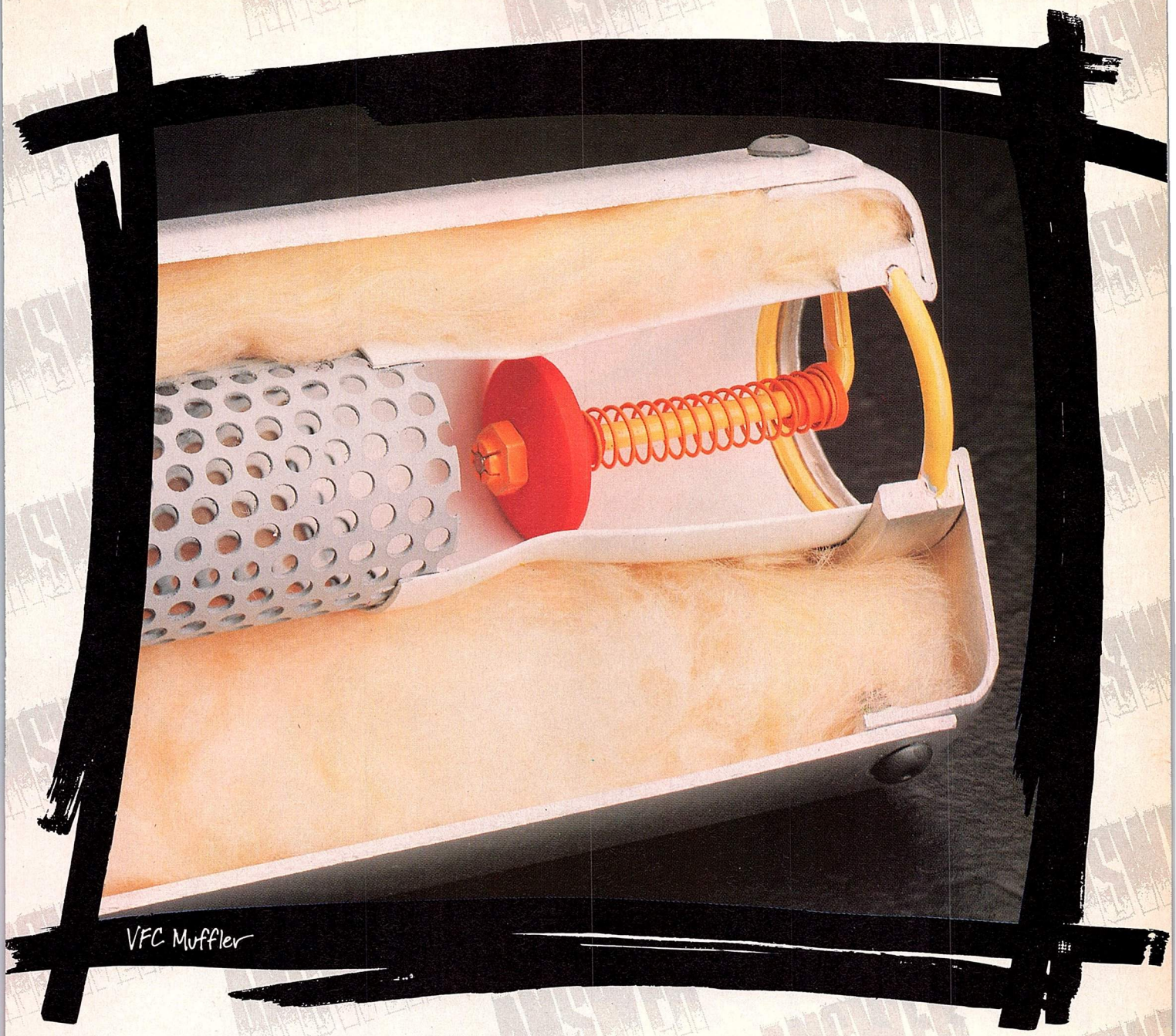
Yamaha's chassis is the best-suited of all the 250 frames to accept the added power of a big-bore motor. Yamaha's reputation for high-speed stability gives the rider a chance to harness the 360 Ohlins cylinder. When you pair the YZ's good handling with a full complement of Noleen Racing suspension components (Base Valve fork kit and Ohlins shock), the result is a perfectly balanced racing machine. In past tests the *MXA* wrecking crew has been happy with the performance of the stock YZ250 shock, but the Swedish-built Ohlins offers additional finesse, adjustment capabilities and quality metallurgy.

The only problem we had with the YZ rolling chassis was the rear brakes. If the rider abused the brakes they would fade. Rider complaints about YZ250 brakes have surfaced over the past few years, and the added momentum of the 360 kit put additional loads on the brakes. Switch to a high-temp brake fluid, like Motul 300 or Silkolene, and be light on the rear brake pedal.

WHAT DOES IT COST?

Noleen retails the Yamaha YZ360 kit for $1206. Given the past experience that we've had with the YZ360 kit (from last year), we'd recommend spending the additional $134.95 to get the cylinder ported and the $169.95 for the YZ360 pipe (although the kit will work with the YZ250 pipe). Noleen only charges $145 to split the cases, rebuild the crank and assemble the complete YZ360 motor. The total cost of adding the 360cc top-end to your YZ250 would be $1600.

For more info contact Noleen Racing, 2141 E. Philadelphia, Unit T, Ontario, CA 91761; (714) 947-5773. •



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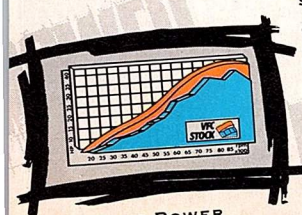

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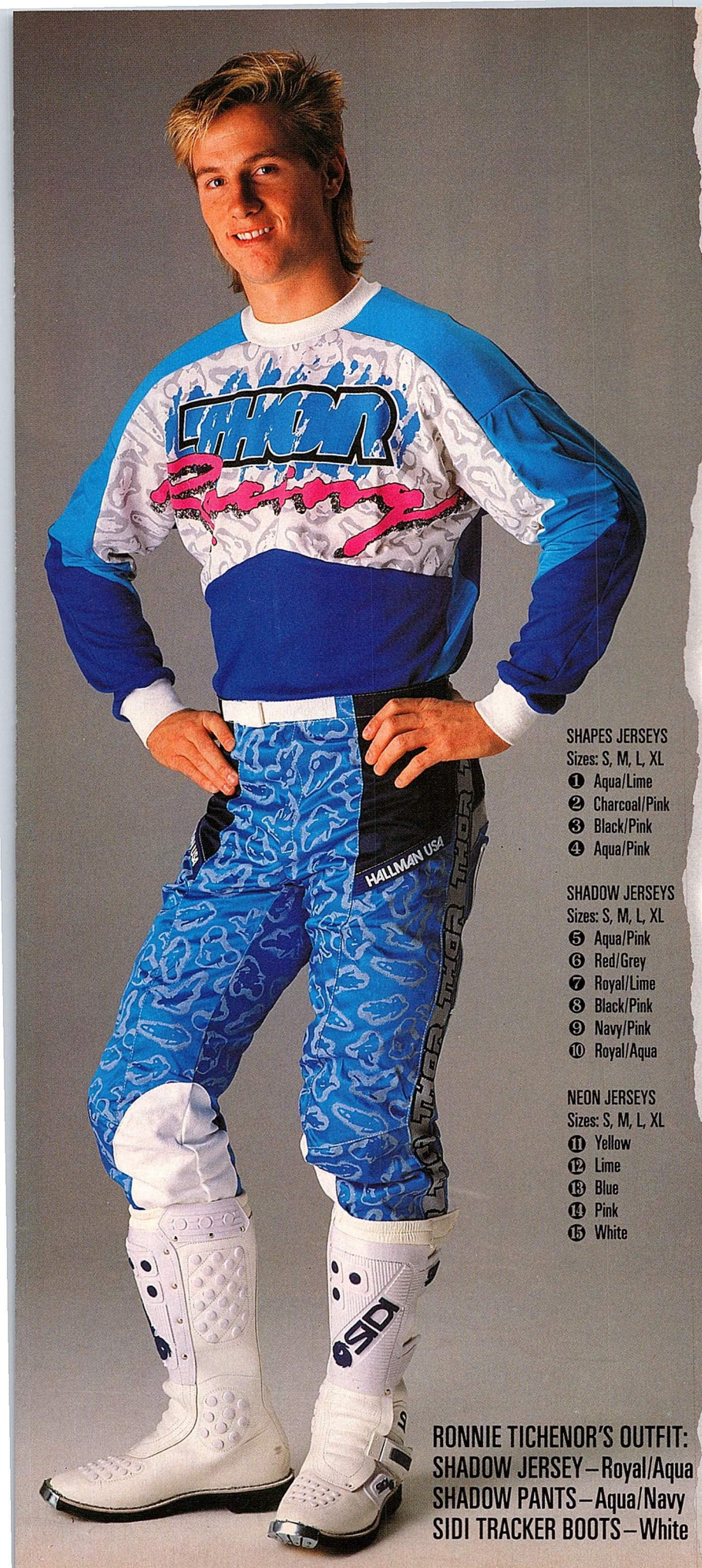

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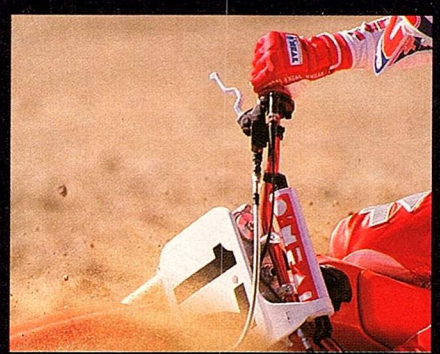

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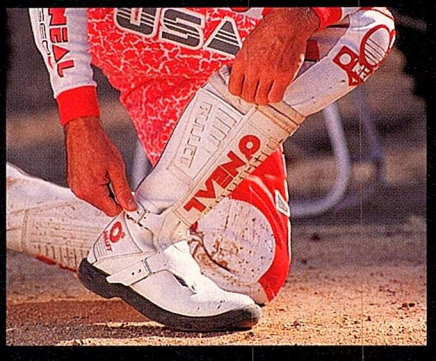

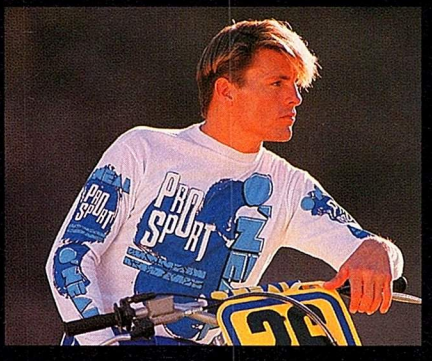

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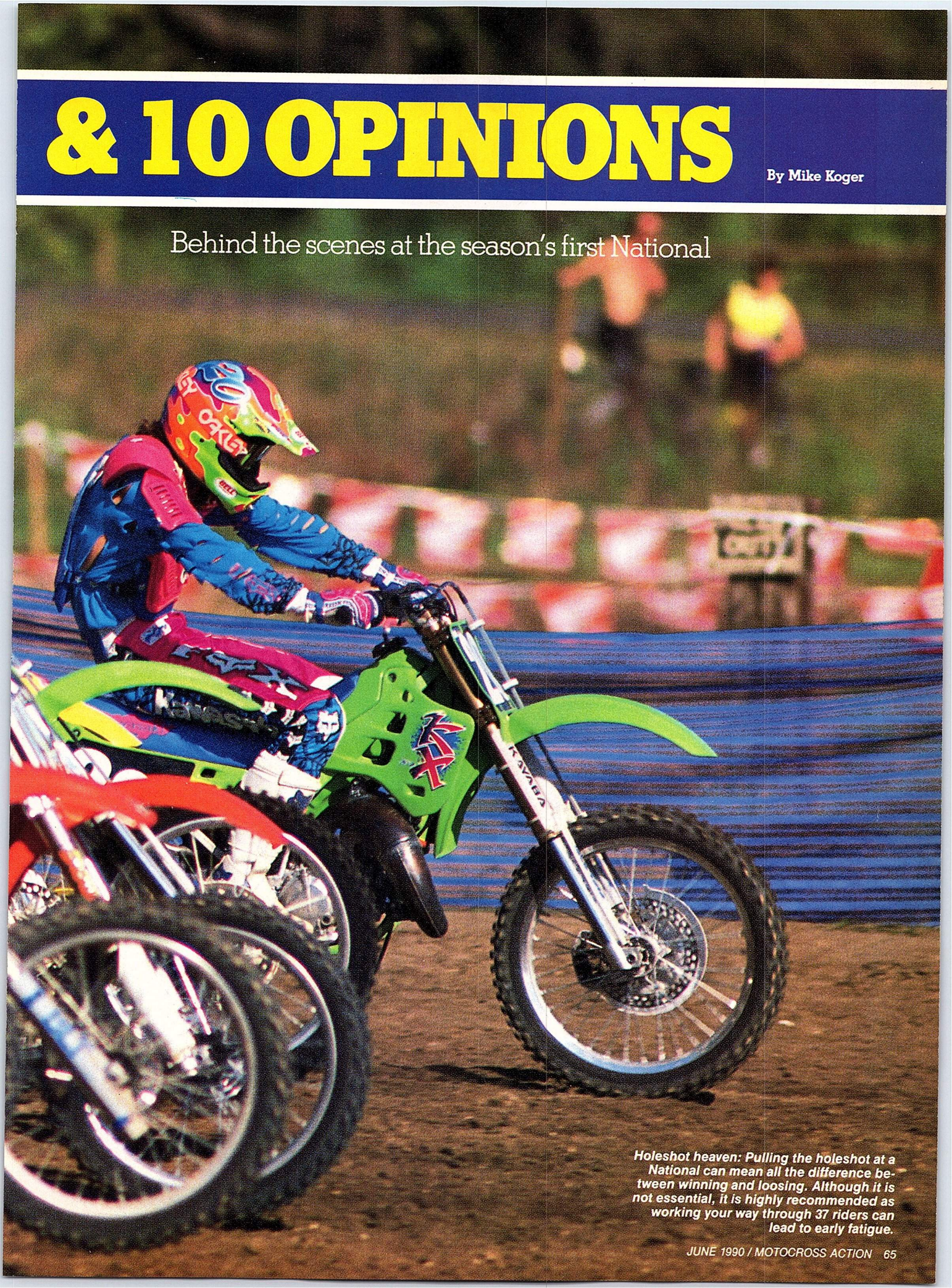
1 RACE, 2 WINNERS

& 10 OPINIONS

By Mike Koger

Behind the scenes at the season's first National



Holeshot heaven: Pulling the holeshot at a National can mean all the difference between winning and loosing. Although it is not essential, it is highly recommended as working your way through 37 riders can lead to early fatigue.

13
13
CAMEL
BUCHS

☐ It's been a long winter. Factory budgets were cut, riders scrambled for support, bad weather curtailed winter training and old injuries were still healing. Then, ready or not, the 1990 professional motocross season exploded out of the gate at Anaheim Stadium. From then on it was back-to-back supercross races with trips from one end of the country to the other. Doubles, triples, rockers, whoops and camelbacks were the talk of the track.

Bradshaw won in the beginning, but he got hurt. Stanton had a couple of good nights, but he wasn't riding with intensity. Newcomers cracked the supercross podium like never before. Damon Bradshaw, Larry Ward, Jeff Matiasevich, Jean-Michel Bayle and Ron Tichenor all made top-three finishes. Past champs Jeff Ward, Rick Johnson and Johnny O'Mara couldn't buy a win!

The old boys were praying for the Nationals to start, and the young kids wanted to get outdoors to see if their dominance was for real. Unlike supercross tracks, which tend to be tight and technical, National tracks are much longer, higher-speed and the motos are 30 minutes instead of 20 short laps. Although the two disciplines of the sport are entirely different, no excitement is lost among spectators, whether indoors or out.

◄ Sweet Revenge: Ricky Johnson hadn't won a National in over a year. Just one year ago, this track took its toll on the Bad Boy almost forcing the factory Honda pilot into early retirement. But this year it was Ricky's turn to do the damage. He finished the day with a perfect score of 1-1 to take the much needed win.

Most improved: Compared to last year's showings, Team Kawasaki's Jeff "Chicken" Matiasevich has definitely honed his outdoor speed tactics. Although he was never a threat for the winning position, Jeff held off late moto charges from Guy Cooper to take third-place honors.

Privateer holeshots: Honda privateer Ty Davis (26) led overall winner Mike Kiedrowski (1) and the rest of the pack into the first turn at the start of moto two. Unfortunately, Davis could not hold onto the lead and ended the day in eighth position.

Gaining ground: With this being his first year aboard a 250, Mike LaRocco (10) was forced to run the qualifier, as were Damon Bradshaw and Larry Ward. LaRocco easily qualified and went on to finish a surprising fourth overall.

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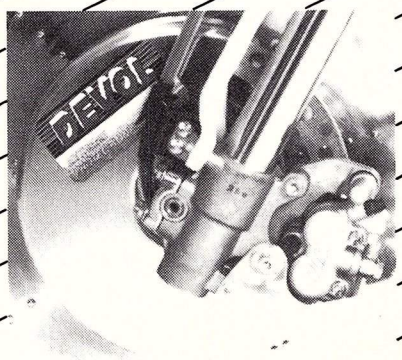

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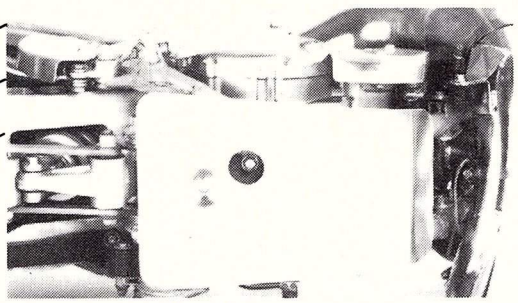

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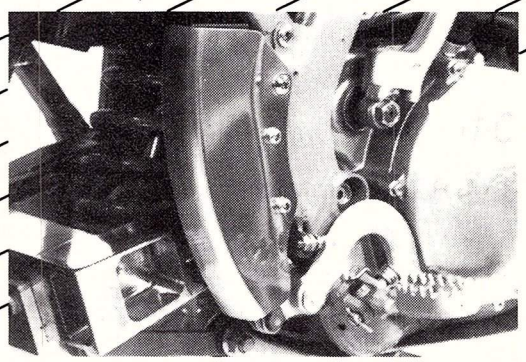
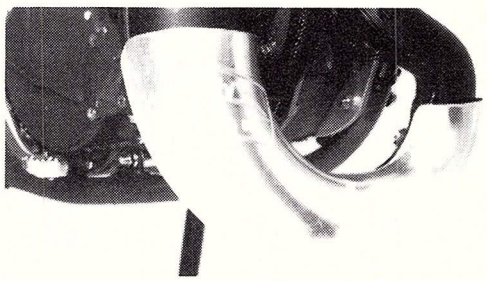


Master Cylinders are very vulnerable on all dirt bikes. The KX's stock guard must be replaced by a DeVol Rear Master Cylinder Guard to protect the master cylinder, resevoir, and the plastic fitting and hose that connect the two. **$21.95**



The DeVol Pipe Guard **is** State-of-the-Art. Also, it's less than one-third the price of a new pipe! **$45.95**

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***Local Boy:** Yamaha's Damon Bradshaw had a disappointing day at Gainesville, logging a 3-11 score for sixth overall. According to Damon, he began to feel sharp pains in the leg he hurt at the San Diego Supercross. Even when Damon was running midpack, the crowds lining the fence kept cheering for their Southern-bred hero.*

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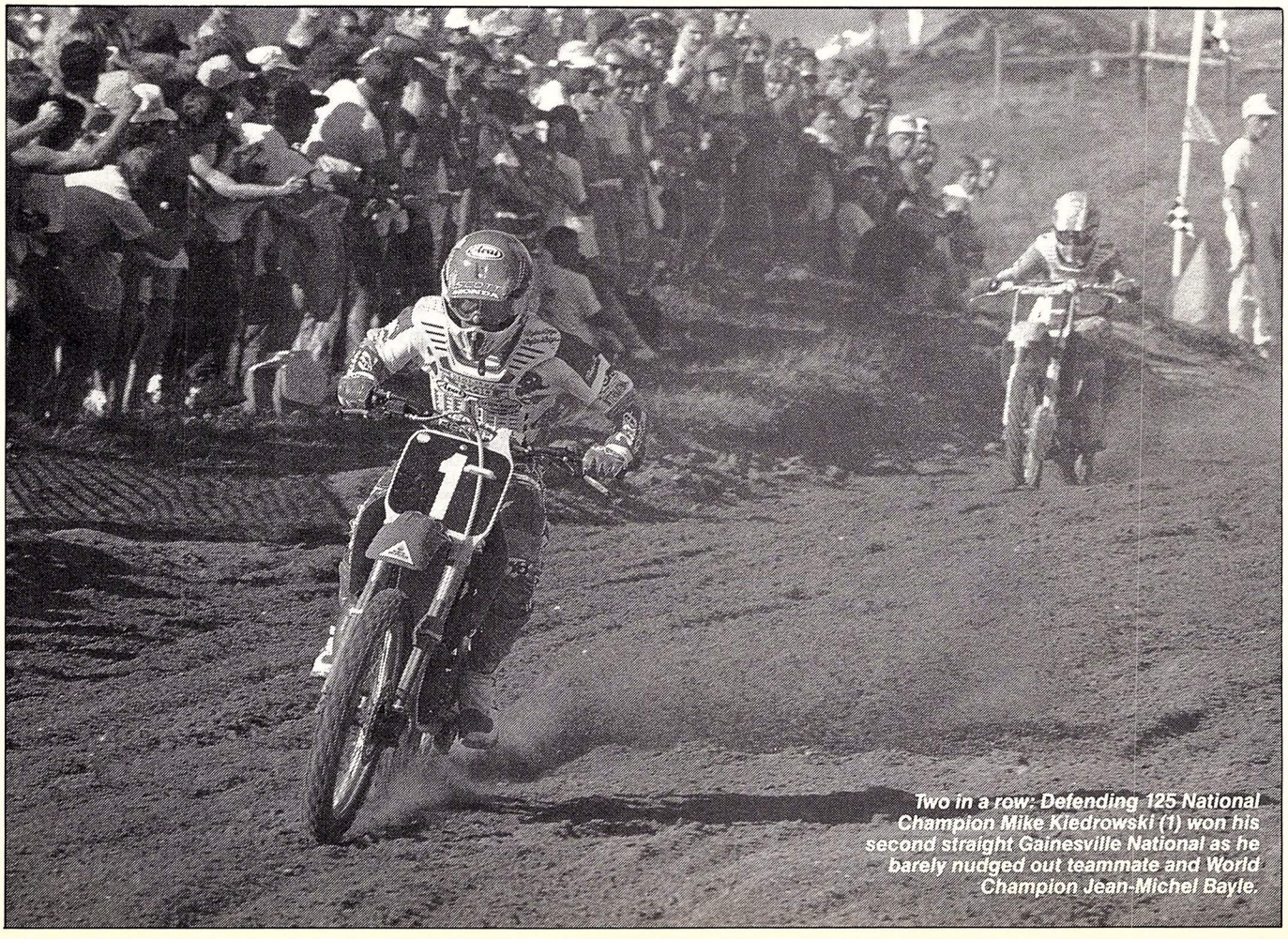
Flying the Coop: Suzuki's Guy "Airtime" Cooper gave the 8,000-plus fans something to cheer about as he went from 37th to fourth in moto one. He went on to finish fourth for the day, behind Kawasaki's Jeff Matiasevich. ►



Two in a row: Defending 125 National Champion Mike Kiedrowski (1) won his second straight Gainesville National as he barely nudged out teammate and World Champion Jean-Michel Bayle.

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110/90 x 18	LOWEST
120/90 x 18	LOWEST
100/90 x 19	LOWEST
120/80 x 19	LOWEST
130/80 x 19	LOWEST

ALL CROSS

90/90 x 21	LOWEST
110/90 x 18	LOWEST
120/90 x 18	LOWEST
100/90 x 19	LOWEST
120/90 x 19	LOWEST
130/90 x 19	LOWEST

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K139 300 x 21	LOWEST
K490 410 x 14	LOWEST
K490 257 x 17	LOWEST
K490 80/100 x 21	LOWEST
K490 120/80 x 18	LOWEST
K490 130/80 x 18	LOWEST
K490 140/80 x 18	LOWEST

HARD TERRAIN

K595 90/100 x 14	LOWEST
K595 100/100 x 18	LOWEST
K595 110/100 x 18	LOWEST
K595 120/100 x 18	LOWEST
K595 100/90 x 19	LOWEST
K595 110/90 x 19	LOWEST

INTERMEDIATE TERRAIN

K695 90/100 x 14	LOWEST
K695 100/100 x 18	LOWEST
K695 110/100 x 18	LOWEST
K695 120/100 x 18	LOWEST
K695 100/90 x 19	LOWEST
K695 110/90 x 19	LOWEST

SOFT TERRAIN

K990 90/100 x 14	LOWEST
K990 70/100 x 17	LOWEST
K990 80/100 x 21	LOWEST
K990 100/100 x 18	LOWEST
K990 110/100 x 18	LOWEST
K990 120/100 x 18	LOWEST
K990 100/90 x 19	LOWEST
K990 110/90 x 19	LOWEST

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JT Cyborg Line	LOWEST
JT Bayle Line	LOWEST
THOR Shapes	LOWEST
THOR Shadows	LOWEST

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JT GS-1 GOGGLES

SPECIAL | JT
JT ALS-2 HELMETS
LOWEST

SPECIAL
JT CYBORG PANT & JERSEY

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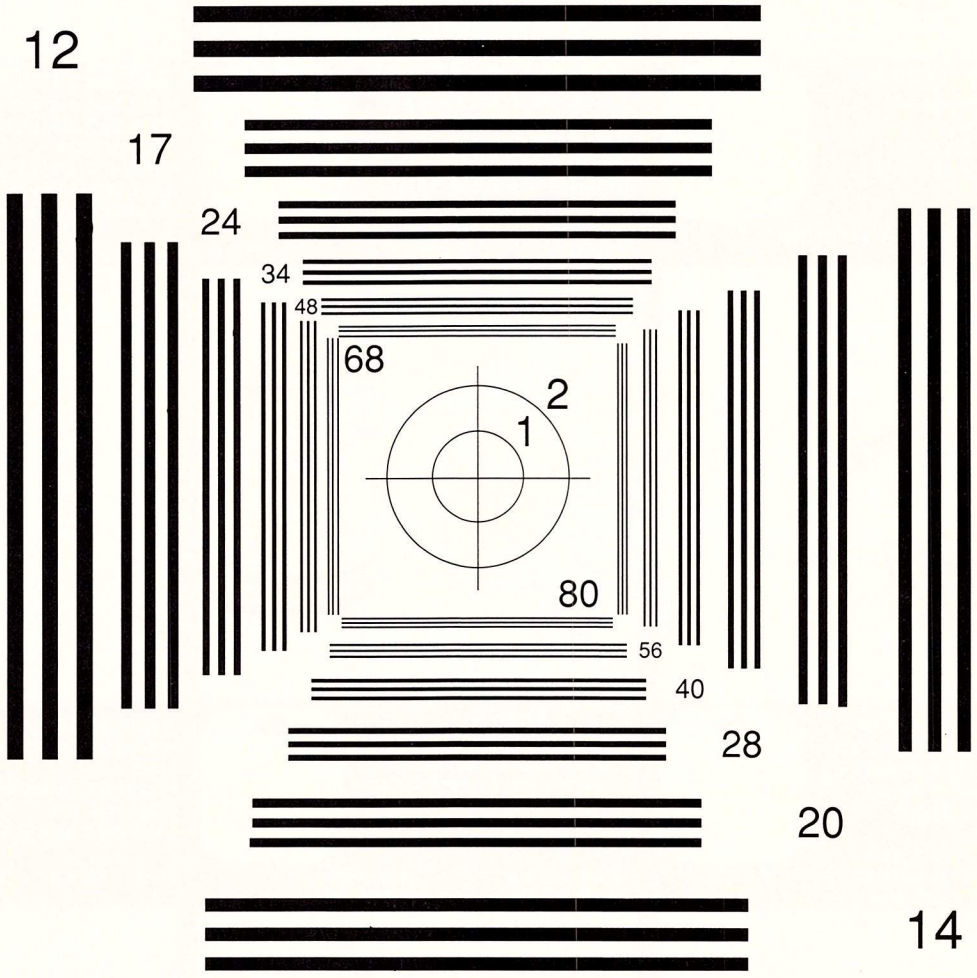
Part of the game: Kawasaki veteran Jeff Ward found himself lying amongst the rubble in moto one after Dennis Hawthorne cartwheeled his 250 into the factory star. Ward DNF'd the first moto, but returned to finish sixth in moto two.

High Definition Optics, defined.



No, this isn't a TV test pattern. But it will help you get a clear picture of Oakley's incredible new optic technology, called High Definition Optics, or HDO for short.

Wearing our new Mumbos (pictured here), HDO will let you resolve up to 40 lines on this test pattern, from a distance of 36 feet. That's more than double most of our competitors.

Prototype lens shown.

HDO is the result of our innovative and patented polaric ellipsoid lens geometry that creates minimum distortion at every angle of vision. That coupled with the optical clarity of our pure Plutonite lens material gives Mumbos their extraordinary powers of resolution.

Plutonite also exceeds ANSI standard Z87.1 for optical clarity and high-velocity impact. And blocks 100% of all harmful UV and blue light.

If you're still not sure how High Definition Optics works, try on a pair of Mumbos. That will clear things up quickly.

OAKLEY®

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AD #8

CHAPARRAL CYCLE SUPPLY

BIEFFE 2800 MX

- ***NEW!*** Polycarbonate with removable chin bar
- Trick-looking MX helmet
- Available in sizes XS, S, M, L, XL

White/Lt.Blue/Blue White/Red/Blue

SALE $49.99

Turbo RC Boots

- BioFoam interior shin padding
- Features Ratchet-Lock™ and Lever-Lock™ buckles
- Available in sizes 6-12 (White and Black in sizes 5-14)

White/Blue Grey/Pink/Black
Blue/White Red/White Black/White

SALE $169.99

V-2000

- Long back, long front with arms
- Patented "Floating Wing" locking shoulder hinge
- Spandex straps lock quickly into place with JT Sure-Lock clips
- Available in adult size only

White/Red White/Blue Pink Cyan

SALE $80.97

ANSWER ProForm Belt

- 3 independent plastic panels can be strengthened by adding different densities of inserts to give soft, medium, or hard support

Yellow/Blue Blue/White
White/Blue Green/Blue
Red/White Pink/Blue

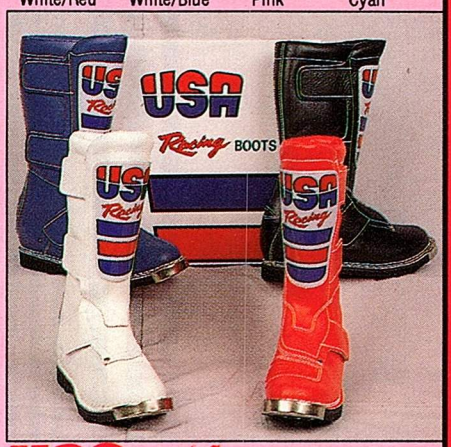
SALE $32.96

BELL Moto 5

- Snell '85, ANSI Z90 and DOT certified
- Fiber-reinforced thermoset resin shell
- "Tunnel Ram" visor forces air to forehead and scalp
- Available in sizes 7", 7 1/8", 7 1/4", 7 3/8" 7 1/2", 7 5/8", 7 3/4"

White/Blue/Lt.Blue White Red/Blue
White/Blue/Green White/Blue/Pink

SALE $169.97



USA Racing Boots

- All leather construction/plastic shin plate
- Speed lace system/Velcro closures
- "One-Way" sole
- Available in sizes 6-13

Blue White Black Red

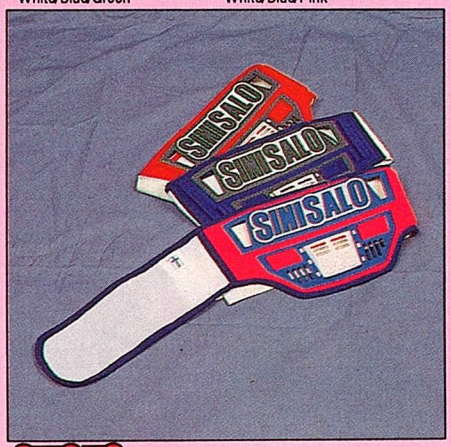
SALE Adult $109.99 Youth $89.99

O'NEAL Rok Blok

- Molded for maximum strength with minimum weight
- Angled vents for better ventilation
- Center pivot flaps for full freedom of movement

White/Red White/Blue
Aqua Pink

SALE $79.97



SINISALO SCD Kidney Belt

- The ultimate belt, designed for maximum support, comfort and style

Red/Grey Pink Green
Blue/Grey Brick

SALE $34.99

O'NEAL and Sunline Levers

- **O'Neal Pro Style Levers**

Constructed of tough aluminum
White Pink Polished
Blue Black Yellow

- **Sunline DeHandler Plastic Levers**

Designed for a 2 & 3 finger grip, made shorter to avoid breakage
Red Black Yellow Blue

SALE O'Neal $18.99 SunLine $7.99

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CHAPARRAL CYCLE SUPPLY

SIDI Tracker Boots

- Like the Sidi Royal, but with a different buckle
- Buckle snaps into one of a series of grooves for a tighter fit
- Available in sizes 9-11

SALE $164.97

Red White Blue White/Pink

BIEFFE BX6 Replica

- DOT and Snell '85 approved
- Fiberglass/Kevlar® shell
- Available in sizes J, S, M, XL, XXL

Deberk	Wht/Flo.Pink/Purple
Whatley	Wht/Lt.Blue/Blue
Herring	Wht/Flo.Green/Blue
Leisk	Wht/Flo.Orange/Blue

SALE $109.99

SINISALO Enduro Jacket

- Heavy-duty jacket for those colder days
- Padded shoulders and elbows
- Zipper and velcro closure with double snap at throat
- Belted at waist
- 2 outer snap pockets
- Outer/inner zippered pockets

Brick style jackets feature:

- A snap/zipper closure
- 2 large outer, angled snap pockets

Pink Traffic Blue Red Red Brick Green Blue Brick

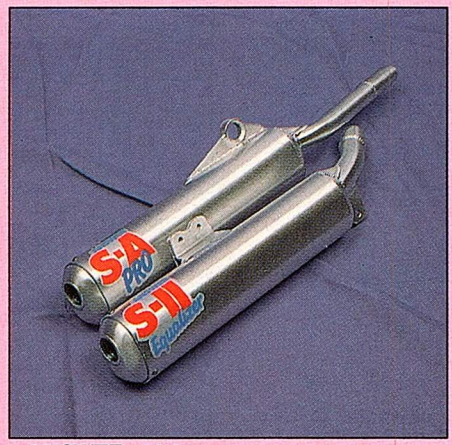
SALE $129.97

O'NEAL Carbon Steel Bars

- Designed to the same specifications as stock, knurled and fitted to perfection, complete with color coordinated crossbar pads

SALE $12.97

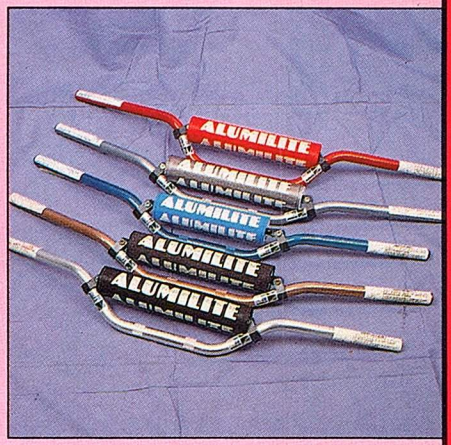
White Blue Red Black



ANSWER SA Pro Spark Arrestor - from $79.99 & S-II Equalizer/Silencer - from $62.99

- Both are constructed of 6061-T6 aircraft aluminum alloy, and meets 99 aba sound level specs.
- S-II Equalizer for closed course competition only

SALE Prices from $62.99



ANSWER Alumilite Bars

- Constructed of 7075-T6 seamless drawn tubing for a handlebar that is 33% lighter than stock

SALE $54.99

Red Grey Blue Bronze Polished

AD#9

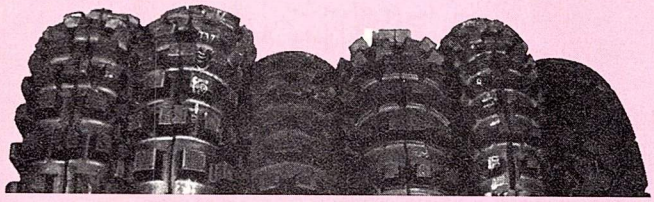
You Must Mention this AD # 9006MX to Receive the Sale Price • This Ad Expires 06/30/90
• Extra fee for C.O.D. Service • Add $3.00 Shipping fee to price

CHAPARRAL MOTOCROSS

AD B

Cheng Shin

C755 Inter/Hard Terr.			C183D Mud/Sand			C760 Inter/Hard Terr.			C761 Bearmaster Rear		
4.10-14	4	18.99	385-14	4	17.99	5.60-17	6	34.99	110/80-14	4	16.99
3.00-16	4	16.99	360-18	4	19.99	5.60-18	6	34.99	130/80-17	6	26.99
4.60-17	4	24.99	410-18	6	23.99	3.25-21	4	20.99	150/80-17	6	33.99
5.30-17	6	31.99	460-18	6	29.99				120/80-18	6	23.99
3.50-18	4	20.99	300-23	4	21.99	C762 Bearmaster Front			130/80-18	6	25.99
410-18	4	21.97	C703			80/80-17	4	10.99	140/80-18	6	29.99
460-18	6	26.99	5.00-17	6	30.99	100/80-21	6	18.99	150/80-18	6	36.99
530-18	6	31.97	5.00-18	6	30.99						
300-21	4	16.97	5.30-18	6	34.99						
325/350-21	4	20.99									



Metzler

Moto Cross	Price
2.75-17 Front	27.97
3.00-21 Front	47.97
3.00-21 5 Ply	56.97
3.25-21 Front	51.97
5.00-17 Rear	71.97
4.00-18 Rear	55.97
4.50-18 Rear	52.97
4.50-18 5 Ply	65.97

Multi Cross	Price
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4.10-17 Rear	54.97
4.50-17 Rear	58.97
5.10-17 Rear	62.97
4.10-18 Rear	56.97
4.50-18 Rear	62.97
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120/80-18	59.97
130/80-18	64.97
140/80-18	66.97
90/90-21	50.97

MXR 199/299 Soft Terrain	
110/90-18	52.97
120/90-18	55.97
130/90-18	57.97
90/90-21	50.97
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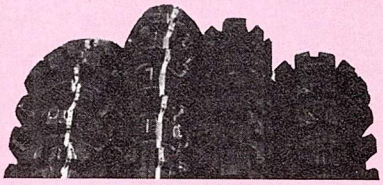
4.60-17 Rear	68.97
5.10-17 Rear	72.97
130/80-17 Rr	75.97
4.00-18 Rear	72.97



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M22 Med/Hard Terr. Rear	
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90/100-14	24.99
300x16	23.99
510x17	43.99
410x18	40.99
400x18	43.99
510x18	48.99
110/100-18	48.99

M40 Soft Rear	
120/90-18	44.99
130/90-18	46.99
110/90-14	27.99
M41 Front/M42 Rear Hard	
80/100-21 Front	36.99
100/100-18 Rr.	46.99
110/100-18 Rr.	52.99

M23 Med/Hard Terr. Front	
300x21	34.99
80/100-21	34.99
M39 Soft Front	
90/90-21	32.99
80/90-17	23.99
M52 Rear	
100/90-19	51.99
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Scott 87 Over Glasses	18.99	Scott Venturi Mask	7.99		
Scott 109 Lexan Lens	19.99	Scott Half Mask	5.99		
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Smith Turbo Fan	54.99	Troy Lee Aero 2 Visors	12.99		
Smith Sweatbuster	21.99	USA Deluxe Helmet Bag	32.99		

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Arai Pro Team Color	204.99
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Bell Moto 5	209.99
Bell Moto 5 RJ	239.99
Bieffe BX6	99.99
Bieffe BX6 Team "89"	109.99
CTS MotoX Adj.Chinbar	99.99
CTS Moto X Full	139.99
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Griffin GX707 Full Face	49.99
Lazer by MS Racing	84.99
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Nolan N19R Full	69.99
Shoei VX3V Solid Colors	159.99
Shoei VX3V Team	209.99
Shoei VX5V Solid	209.99
Shoei VX5V Team	249.99
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MS Stage 1 Cotton	16.99
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O'Neal 100% Cotton	16.99
O'Neal 100% Cotton Yth	14.99
O'Neal Bullet Jersey	29.99
O'Neal Vented Bullet	29.99
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Sinisalo Sport Cotton	16.99
Sinisalo World	25.99
Sinisalo World GP	34.99
THOR Cotton	14.99
THOR Jersey	22.99
USA Racing Sport Jersey	14.99
USA Racing Race Jersey	19.99

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Hi Point XC Enduro	89.99
MS Lite Ning Pro	119.99
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Hi-Point Pro GP	199.99
Hi Point Youth	129.99
MS Stage 1	129.99
MS Pro Comp	199.99
O'Neal Bullet	149.99
O'Neal Trail Pro	109.99
Sidi Royale	159.99
Sidi Tracker	179.99
USA Racing Adult	109.99
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AXO Series Wet	4.99
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AXO Series 21	20.99
AXO Series 36	32.99
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JT Half Breed	19.99
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MS Enduro Pro	29.99
MS Cold Pro	24.99
MS Grabber "Cotton"	3.99
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O'Neal Qualifier	16.99
O'Neal Ultra-Grip	3.99
O'Neal Hydro Jet Ski	21.99
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O'Neal Cotton Cycling	4.99
Sinisalo Sport	19.99
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Sinisalo SCD 2	32.99
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CHAPARRAL MOTOCROSS

Dunlop

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300-21 Front	52.99
300-12 Rear	18.99
410-14 Rear	26.99
120/80-18 Rear	37.99
130/80-18 Rear	39.99
140/80-18 Rear	43.99

K690A Soft Terrain	
410-14 Rr.	26.99
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K595 Hard Terrain	
90/100-14 Rr.	28.99
100/90-19 Rr.	56.99
100/100-18 Rr.	52.99
110/100-18 Rr.	56.99
110/90-19	60.99

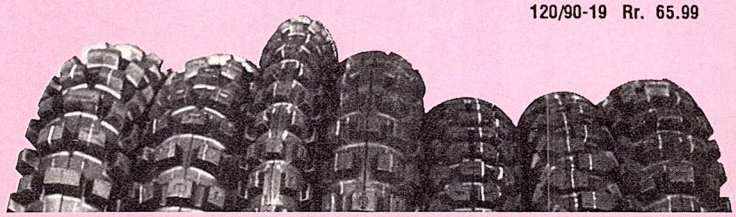
K695 Intermediate Terrain	
80/100-12 Rr.	19.99
90/100-14 Rr.	28.99
100/100-18 Rr.	52.99
110/100-18 Rr.	56.99
120/100-18 Rr.	60.99
100/90-19 Rr.	56.99
110/90-19 Rr.	60.99
120/90-19 Rr.	65.99

D704 Hard Terrain	
100/90-19 Rr.	56.99
110/90-19 Rr.	60.99

K695 Desert AT	
100/100-18 Rr.	55.99
110/100-18 Rr.	59.99
120/100-18 Rr.	64.99

K990 Soft Terrain	
70/100-17 Ft.	23.99
70/100-19 Ft.	24.99
80/100-21 Ft.	52.99
90/100-14 Rr.	26.99
90/100-16 Rr.	27.99
100/100-18 Rr.	37.99
110/100-18 Rr.	39.99
120/100-18 Rr.	43.99
100/90-19 Rr.	51.99
110/90-19	58.99

D752 Soft Terrain	
80/100-21 Ft.	52.99
100/100-18 Rr.	52.99
110/100-18 Rr.	56.99
120/100-18 Rr.	60.99
100/90-19 Rr.	56.99
110/90-19 Rr.	60.99
120/90-19 Rr.	65.99



IRC Motocross Knobbies

Size	Soft M5B	Hard M5A	Hard M2E
110/80-14	28.99	28.99	N/A
120/80-18	37.99	37.99	N/A
130/80-18	43.99	43.99	N/A
140/80-18	47.99	N/A	N/A
70/100-21	N/A	N/A	25.99
100/80-21	N/A	N/A	29.99

Also We Stock Dual Purpose Trail Tires GP1, GP110, VE Series Knobbies

Interm. Terr.	Type	Price
300-12	MOAR	16.99
300-14	MOC	16.99
360-14	45Z	20.99
410-14	MOAR	25.99
110/80-14	M3	28.99
250-16	45Z	18.99
120/80-18	M3A	36.99
510-18	MOC	43.99
410-18	MOC	36.99

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Answer ACIII Lite	79.99
Answer ACIII Full	99.99
AXO SC-2 Front	*29.99
Hallman Youth Pro Armor	64.99
Hallman ProArmorII	69.99
Hallman Mach 5 Front	49.99
Hallman Mach 5	94.99
Hi Point Flak Jak	94.99
Hi Point Attack	64.99
Hi Point Flak Jak Youth	79.99
JT V4000 RJ/Badboy	119.99
JT V1000 Front	64.99
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O'Neal Rok Jacket II	34.99
O'Neal Youth Rok Jack.II	29.99
O'Neal Rok Shield	59.99
O'Neal Rok Blok	89.99

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AXO Back Pack	26.99
Chase Harper Fannypac	22.99
Hallman Tech Tool Bag	29.99
Hallman Fanny Pack	26.99
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MS Racing Fanteen	36.99
MS Racing Tool Pak	34.99
MS Baja Fanny Pack	35.99
MS Deluxe Fanny Pack	18.99
MS Deluxe Back Pack	22.99
MS Racing Back Pack	30.99
O'Neal Belt Bag	12.99
O'Neal Tool Pak	21.99
O'Neal KS 1000 Tool Belt	31.99
Rear Gear	17.99
USA Racing Tool Pak	24.99
USA Racing Fanny Pak	24.99
USA Racing STD Pak	10.99

Gear Bags

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Answer Maxi	15x13x27	54.99
AXO Gear Bag	14x14x30	36.99
Hi Point Gear	10x12x26	22.99
Hi Point Gear	13x16x30	54.99
Jet Pilot Sm.Barrel		18.99
Jet Pilot wet/dry duffel		38.99
Jet Pilot Travel Bag		53.99
JT Second	9x10x16	27.99
JT Third	11x11x22	34.99
JT Fourth	14x12x28	58.99
JT Fifth	15x18x28	89.99
MS Racing	10x12x26	23.99
MS Racing	12x16x32	34.99
MS Super Bag Md.		64.99
MS Super Bag Lg.		79.99
Oakley	13x14x24	24.99
O'Neal Trak Pak 13000		49.99
O'Neal Trak Pak 6300		32.99
O'Neal Trak Pak 4400		21.99
O'Neal Trak Pak 2700		15.99
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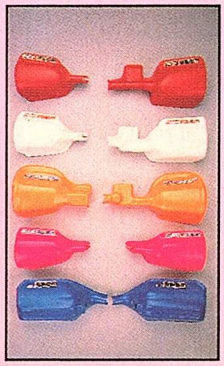

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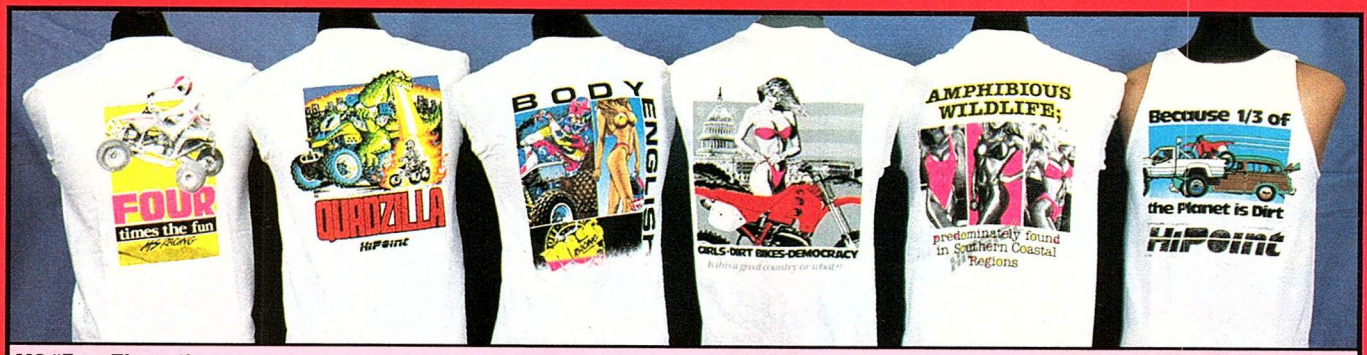

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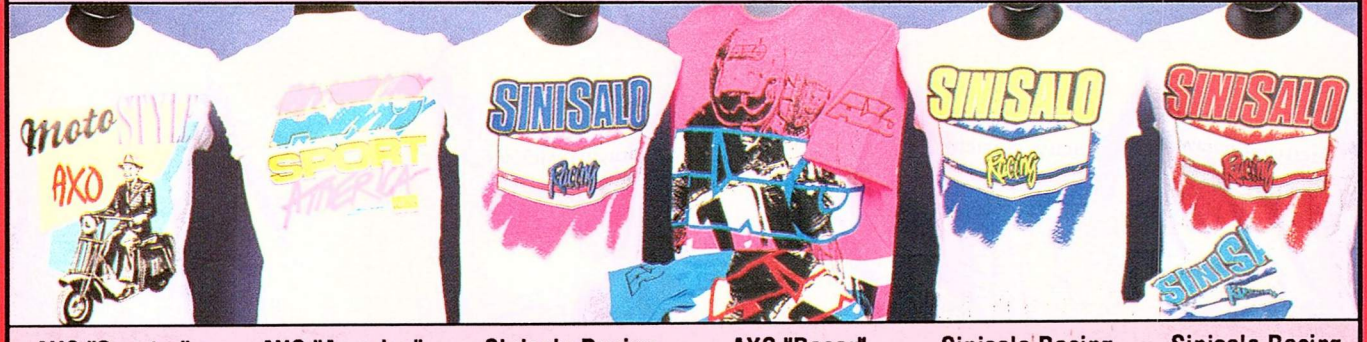

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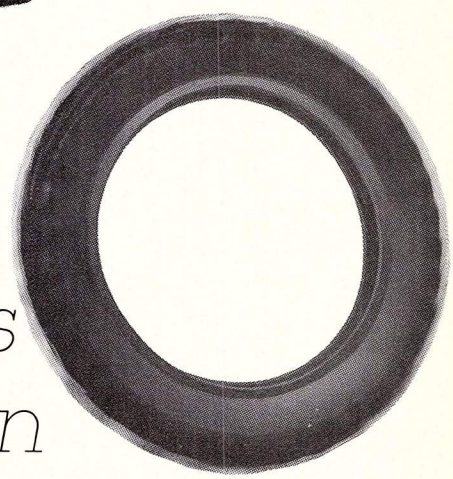

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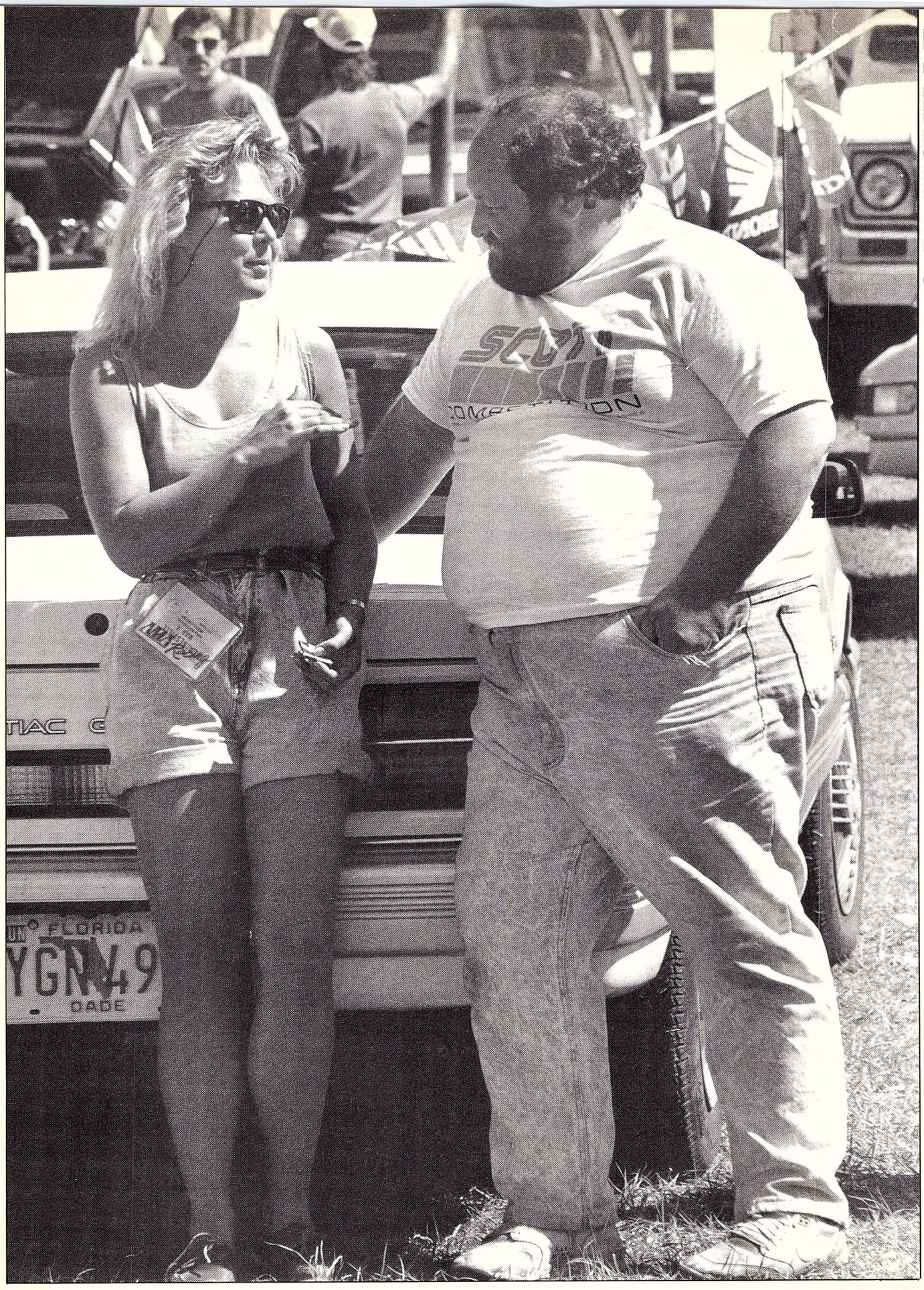

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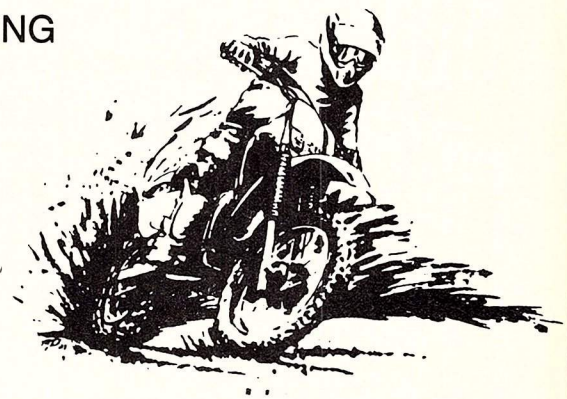

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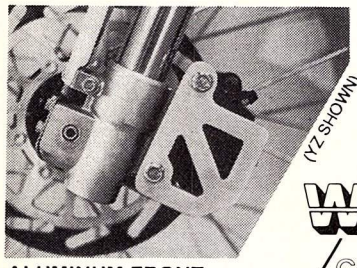

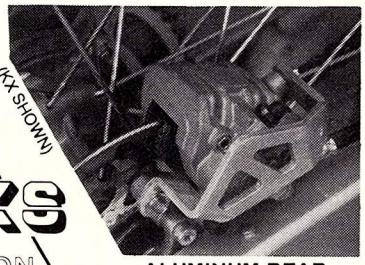

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Inside and out: Denny Stephenson could not match the speed of his rivals outdoors, but inside the stadiums Denny has proven otherwise. One week after Gainesville's ninth overall, Suzuki's Stephenson took his first win of the season at the Daytona Beach 125 Supercross.

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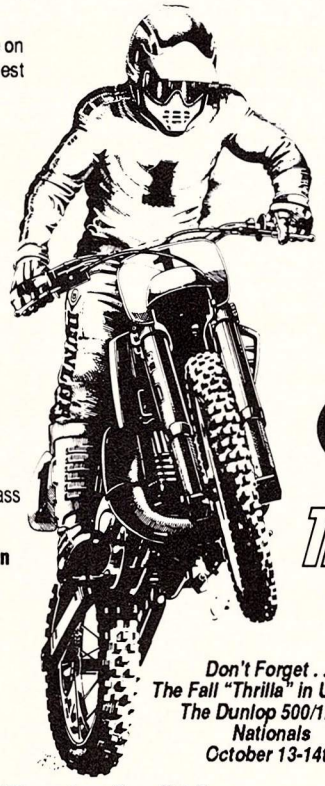

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The Dunlop 500/125cc Nationals
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From MIDWEST ACTION CYCLE'S gigantic inventory of genuine SUZUKI factory parts. "WE'VE GOT THEM ALL" in stock ready to ship to you. We offer the lowest prices and the fastest service.

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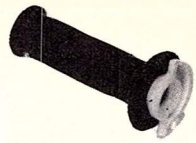
CRANK REBUILD KIT

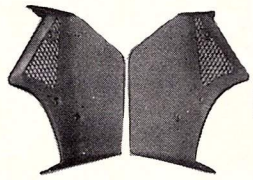
Consists of GENUINE SUZUKI factory parts. ROD, LOWER ROD BEARING, CRANK PIN and TWO THRUST WASHERS.

RM 80/100 (1976-90)	$56.50
RM 125 (1975-81)	51.75
RM 125 (1982-90)	71.50
RM 250 (1976-90)	84.75
RM 400/465/500 (1978-84)	80.95
PE 175 (all yrs)	70.90

THROTTLE GRIP



GENUINE SUZUKI. Inside plastic assy and grip. Complete throttle grip assy.
RM'S AND PE'S (all yrs) . $13.95



RADIATOR COVERS

RM 80 (1983-90) $11.40 ea.
RM 125/250 (1981-90) . . 14.60 ea.
Indicate right or left

CABLES
GENUINE SUZUKI

THROTTLE

RM 80/100/250 (1975-83)	$11.95
RM 80 (1984-90)	8.50
RM 125/400/465/500 (1975-87)	11.95
RM 125 (1988-90)	9.75
RM 250 (1984-90)	9.75
PE 175/250/400 (all yrs)	12.95

CLUTCH

RM 80/100 (1976-90)	$13.95
RM 125 (1975-85)	13.95
RM 125 (1986-90)	16.95
RM 250 (1976-81)	13.95
RM 250 (1982-86)	17.50
RM 250 (1987)	18.95
RM 250 (1988-90)	14.50
RM 370/400/465/500 (1976-84)	12.95
PE 175/250/400 (all yrs)	12.95

FRONT BRAKE

RM 80/100 (1976-85)	$10.25
RM 125/250/400/500 (1975-83)	10.95
RM 125/250/500 (1984)	14.95
PE 175/250/400 (all yrs)	11.95

REAR BRAKE

RM 80 (1977-89)	$ 7.95
RM 100/125 (1976-78)	13.95
RM 100/125 (1979-87)	7.95
RM 250/370/400 (1976-78)	15.25
RM 250/400/465/500 (1979-86)	8.95
PE 175/250/400 (all yrs)	13.95

MAC'S TOP END GASKET KIT

HEAD, BASE & REED GASKET

RM 80/100 (1976-90)	$ 8.95
RM 125 (1975-90)	9.95
RM 250 (1976-81)	8.95
RM 250/465/500 (1982-90)	11.65
PE 175/250/400 (all yrs)	8.95

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ORIGINAL. In our opinion, the best grips made.
RED, BLUE, BLACK, YELLOW, "HOT PINK," GREEN . . . . . $6.95 pr.

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Complete Piston Set Piston, Rings & Circlips.

RM 80 (all yrs)	$45.95
RM 100/125 (all yrs)	55.95
RM 250 (all yrs)	65.95
RM 370/400/465/500 (all yrs)	73.95
PE 175 (all yrs)	58.75

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ANY PART ON YOUR SUZUKI MOTORCYCLE THAT YOU NEED *"WE'VE GOT IT"*

TECHNICAL RACING SERVICES

FACTORY PORTING: Same specs used by National & International racers. Each porting job is designed for the type of power you need. Whatever it takes to put YOU in the winners circle.
ALL RM'S 1982-90 MODELS $165.00

POWER BORING: The most critical service performed by us is CYLINDER BORING. We call our technique "POWER BORING" which is exactly what you get "MORE POWER." Included is:

- special factory clearances.
- all ports chamfered as SUZUKI recommends.
- exhaust bridge relieved to prevent seizure.
- special micro-honing for excellent ring seating.

ALL RM'S AND PE'S . . . . . $35.00 + PARTS

CRANK REBUILDING: RACING factory specs are followed. We use special factory tolerances and only "GENUINE SUZUKI PARTS." There's more power here when done our way.
ALL RM'S AND PE'S . . . . . $35.00 + PARTS

ENGINE REBUILDING: Have your engine rebuilt to racing specs by the PRO'S. WE KNOW HOW TO DO IT RIGHT.

CALL FOR DETAILS

PACK UP YOUR CYLINDER OR CRANK. FOR PORTING INCLUDE YOUR PISTON. ANY QUESTIONS?? CALL.

WRIST PIN – WRIST PIN BEARING

WRIST PIN

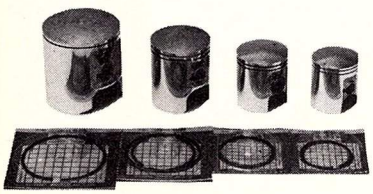
RM 80 (all yrs)	$5.99
RM 100/125 (1975-90)	4.80
RM 250/370/400/465/500 (1976-90)	5.30
PE 175/250/400 (all yrs)	5.60

WRIST PIN BEARING

RM 80 (all yrs)	$5.99
RM 100/125 (1975-80)	4.99
RM 125 (1981-90)	7.50
RM 250/370/400/465/500 (1976-90)	7.95
PE 175/250/400 (all yrs)	7.95

HANDLE BARS

MAC "SUZUKI WORKS" Same as FACTORY RIDERS use. 4130 chromoly. RM'S AND PE'S (all yrs). . $29.99
Black . . . Gold . . . Blue



PISTONS – RINGS

GENUINE SUZUKI PISTONS

RM 80 (1976-85)	$27.50
RM 80 (1986-89)	22.95
RM 80 (1990)	34.75
RM 125 (1975-83)	33.95
RM 125 (1984-89)	23.50
RM 125 (1990)	32.90
RM 100/250 (1976-81)	41.50
RM 250 (1982-89)	28.95
RM 250 (1990)	36.95
RM 370/400/465/500 (all yrs)	48.75
PE 175/250/400 (all yrs)	41.50

GENUINE SUZUKI RINGS

RM 80/100 (1977-82)	$21.99
RM 80 (1983-85)	17.95
RM 80 (1986-90)	11.25
RM 125 (1975-80)	24.45
RM 125 (1981-86)	17.95
RM 125 (1987-90)	11.25
RM 250 (1977-90)	9.99 ea.
RM 400/465/500 (1978-84)	14.65
PE 175 (all yrs)	24.95
PE 250 (all yrs)	9.99 ea.

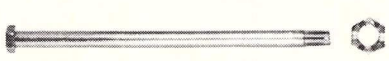
SHIFT LEVERS GENUINE SUZUKI

RM 80/100 (1976-89)	$15.25
RM 80 (1990)	28.85
RM 125 (1975-80)	15.95
RM 125 (1981-89)	25.25
RM 125 (1990)	31.10
RM 250/400/465 (1976-83)	15.95
RM 250/500 (1984-88)	25.25
RM 250 (1989-90)	32.50
PE 175/250/400 (all yrs)	15.95

UNI FILTER

"ULTRA SEAL" RACING AIR FILTERS.
The NEW UNI FILTER with "ULTRA SEAL" has a built-in "Grease Groove" for easier application of sealing grease and a better fit for a PERFECT SEAL.
RM 125/250 (1988-90) $19.95

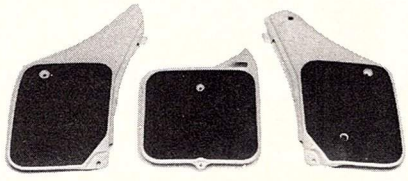
SWING ARM PIVOT SHAFT AND NUT KIT



Consists of FACTORY pivot shaft and castle nut.

RM 80/100 (1976-90)	$ 8.95
RM 125 (1975-80)	8.95
RM 125 (1981-88)	18.75
RM 125 (1989-90)	24.95
RM 250/465/500 (1976-88)	18.75
RM 250 (1989-90)	29.95
PE 175/250/400 (all yrs)	15.95

NUMBER PLATES SIDE PANELS



ORIGINAL, designed to fit each year and model. BOLTS RIGHT ON. GENUINE SUZUKI.

FRONT NUMBER PLATE
RM'S & PE'S (all yrs) $15.95

SIDE PANEL
RM'S & PE'S (all yrs) . . . . . $24.95 ea.
Please indicate right or left panel

SWING ARM BEARING AND SPACER KIT

Consists of two GENUINE SUZUKI swing arm bearings and two spacers.

RM 80/100 (1976-89)	$29.95
RM 80/125 (1990)	39.95
RM 125 (1975-80)	26.50
RM 125/465/500 (1981-89)	33.75
RM 250/370/400 (1976-90)	39.95
PE 175 (all yrs)	33.75
PE 250/400 (all yrs)	38.25

dust seals not included

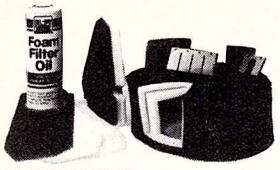
FORK SEALS

GENUINE SUZUKI

RM'S and PE'S (all yrs)	$12.95 pr.
Bel-Ray Fork Oil	2.95

New

MAC'S PHASE III RACING FILTERS.



NEW IMPROVED dual stage foam air RACING filters, specially designed for RM's and PE's.

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RM 80/100 (all yrs)	$17.95
RM 125/250/370/400 (1976-80)	16.95
RM 125/250/465/500 (1981-83)	12.95
RM 125/250 (1984-90)	18.95
PE 175/250/400 (all yrs)	15.95
BEL-RAY FOAM AIR FILTER OIL	3.15

BOYESEN DUAL STAGE RACING REEDS

BOLT ON HORSEPOWER

RM 80 (all yrs)	$11.95
RM 100/125/370/400 (1976-81)	12.95
RM 125 (1984-86)	12.95
RM 125 (1982-83) & (1987-90)	25.95
RM 250/465/500 (1981-90)	29.95
PE 175/250/400 (all yrs)	13.95

SEAT COVERS

MAC SEAT COVER
Finest quality, fits your RM exactly.
RM'S (all yrs) $19.95

MAC SAFETY SEAT KIT
Consists of foam seat structure and seat cover.
RM 125/250/465/500 (1981-90) . $44.95
covers available in blue or black

NGK SPARK PLUGS

BES SERIES . . $2.25 BEV SERIES . . $5.95
all heat ranges in stock

CRANK MAIN BEARING AND SEAL KIT

GENUINE SUZUKI FACTORY PARTS. Consists of two NEW IMPROVED main bearings, two crank seals and "O" ring when indicated.

RM 80 (1977-90)	$34.95
RM 100/125/250 (1975-90)	38.95
RM 370/400/465/500 (all yrs)	41.95
PE 175/250 (all yrs)	37.95

Cylinders Genuine Suzuki

RM 125 (1981-86)	$168.35
RM 125 (1987-90)	211.99
RM 250 (1982-86)	204.95
RM 250 (1987)	248.95
RM 250 (1988-89)	184.90
RM 250 (1990)	235.25

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USED DIRT BIKE PARTS
RM'S – PE'S
CALL FOR PRICES

INNER TUBES
Heavy Duty. 4 Ply. Race Tested
RM's & PE's from $6.95 to $8.95

GASKET SETS GENUINE SUZUKI

Complete set of FACTORY gaskets to rebuild your engine.

RM 80/100 (1976-88)	$18.95
RM 80 (1989-90)	26.25
RM 125/250 (1975-88)	22.75
RM 125/250 (1989-90)	28.95
RM 465/500 (1979-84)	27.95
PE 175/250 (1978-84)	19.95

CLYMER SERVICE MANUALS

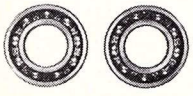
Over 180 pages of photos, drawings, charts, info on how to repair, service and maintain your dirt bike.

RM Series (1975-81) Twin shock	$14.95
RM Series (1981-88) Single shock	15.95

KICK START LEVERS GENUINE SUZUKI

RM 80 (1977-90)	$26.95
RM 125/250/500 (1975-88)	46.25
RM 125/250 (1989-90)	69.50
RM 370/400/465 (1976-80)	41.95
PE 175/250/400 (all yrs)	41.95

WHEEL BEARING KIT
The best FACTORY bearings you can buy.



FRONT	
RM 80/100 (1976/83)	$12.80 pr.
RM 80 (1984-90)	17.95 pr.
RM 125/250/465 (1975-83)	16.60 pr.
RM 125/250/500 (1984)	21.85 pr.
RM 125/250 (1985-90)	18.85 pr.
PE 175/250/400 (all yrs)	15.45 pr.
REAR	
RM 80 (1977-83)	$15.85 pr.
RM 80 (1984-90)	17.35 pr.
RM 100/125 (1975-87)	16.60 pr.
RM 125 (1988-90)	20.95 pr.
RM 250 (1976-83)	16.60 pr.
RM 250 (1984-90)	21.50 pr.
PE 175/250/400 (all yrs)	21.80 pr.

Stator Plate Assembly

GENUINE SUZUKI

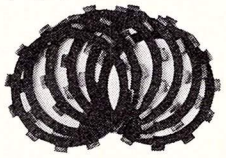
RM 80 (1979-87)	$ 89.95
RM 80 (1988-90)	98.95
RM 125 (1979-87)	105.44
RM 125 (1988-90)	126.75
RM 250/465/500 (1976-86)	99.95
RM 250 (1987-90)	115.25
PE 175/250/400 (all yrs)	99.95

EBC
BRAKE PADS
RM 80/125/250 (1985-90) . . . . $21.95 set
indicate front or rear

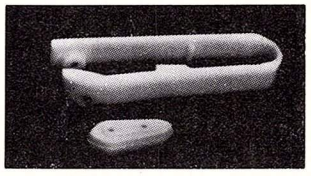
SUZUKI CLUTCH PLATES

FIBER DRIVE PLATES

RM 80/100/125 (1975-90)	$4.95 ea.
RM 250/370/400 (1976-78)	8.95 ea.
RM 250/465/500 (1979-89)	6.20 ea.
RM 250 (1990)	7.95 ea.
PE 175 (all yrs)	5.40 ea.



CHAIN BUFFER SET



RM 80 (1980-85)	$13.65
RM 80 (1986-90)	17.25
RM 125/250 (1980)	23.95
RM 125/250/500 (1981-83)	16.99
RM 125/250/500 (1984-90)	23.95
PE 175/250/400 (all yrs)	17.95

FENDERS

ORIGINAL . . . TEAM SUZUKI
Fit perfectly for each year and model.
No Drilling Holes. Bolts Right On.

FRONT	
RM 80 (1980-85)	$31.95
RM 80 (1986-90)	21.95
RM 125/250/465 (1980-83)	38.50
RM 125/250/500 (1984-90)	28.95
PE 175/250/400 (all yrs)	40.65
REAR	
RM 80 (1980-90)	$28.95
RM 125/250/465/500 (1981-90)	36.80

SPROCKETS

BLACK LIGHTNING

REVOLUTIONARY (NEW) engineering development from MAC. RACING SPROCKETS for serious off road competition.

FRONT SPROCKET. Made from top grade steel, case hardened, over 60 Rockwell.

RM 80/100/125/250 (all yrs)	$11.95
RM 370/400/465/500 (all yrs)	12.95
PE 175/250/400 (all yrs)	12.95

REAR SPROCKET

BLACK LIGHTNING

MAC ORIGINAL. Hardened alloy, light wt. bullet proof, wears twice as long as any sprocket on the market today.

RM 80 (all yrs)	$32.95
RM 100/125/250 (all yrs)	34.95
RM 370/400/465/500 (all yrs)	36.95
PE 175/250/400 (all yrs)	36.95

BLACK LIGHTNING

"NEW GROOVE" WORLD'S BEST GROOVED "SELF CLEANING" REAR SPROCKET.

You've seen the rest, now try the Best. • exceptional strength • grooved to shed mud • hardened alloy • light wt. longer lasting.

RM 80 (1981-90)	$35.95
RM 125/250 (1980-90)	37.95

RK Chain

Pre-stressed, Pre-stretched, made of the highest grade ALLOY steel available.

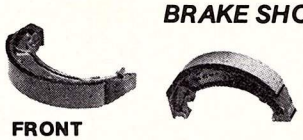
RM 80 (all yrs)	$24.95
RM 100/125 (1975-79)	26.95

RK RACING CHAIN

For the most demanding riders.

RM 125/250 (1980-90)	$39.95
RM 370/400/465/500 (all yrs)	39.95
PE 175/250/400 (all yrs)	39.95

BRAKE SHOES/PADS



GENUINE SUZUKI . . . Same as used by the FACTORY TEAM.

FRONT	
RM 80/100 (1976-85)	$11.25 pr.
RM 125 (1975-84)	13.95 pr.
RM 250/370/400 (1976/82)	16.55 pr.
RM 250/500 (1983-84)	13.95 pr.
PE 175 (1978-81)	15.95 pr.
PE 175 (1982-84)	13.95 pr.
PE 250/400 (1977-81)	15.95 pr.
REAR	
RM 80 (1977-88)	$11.25 pr.
RM 100/125 (1975-87)	13.35 pr.
RM 250/370/400 (1976-78)	16.95 pr.
RM 250/400 (1979)	18.70 pr.
RM 250/400 (1980)	16.95 pr.
RM 250/465/500 (1981-86)	13.35 pr.
PE 175 (1978-84)	14.95 pr.
PE 250/400 (1977-81)	16.50 pr.

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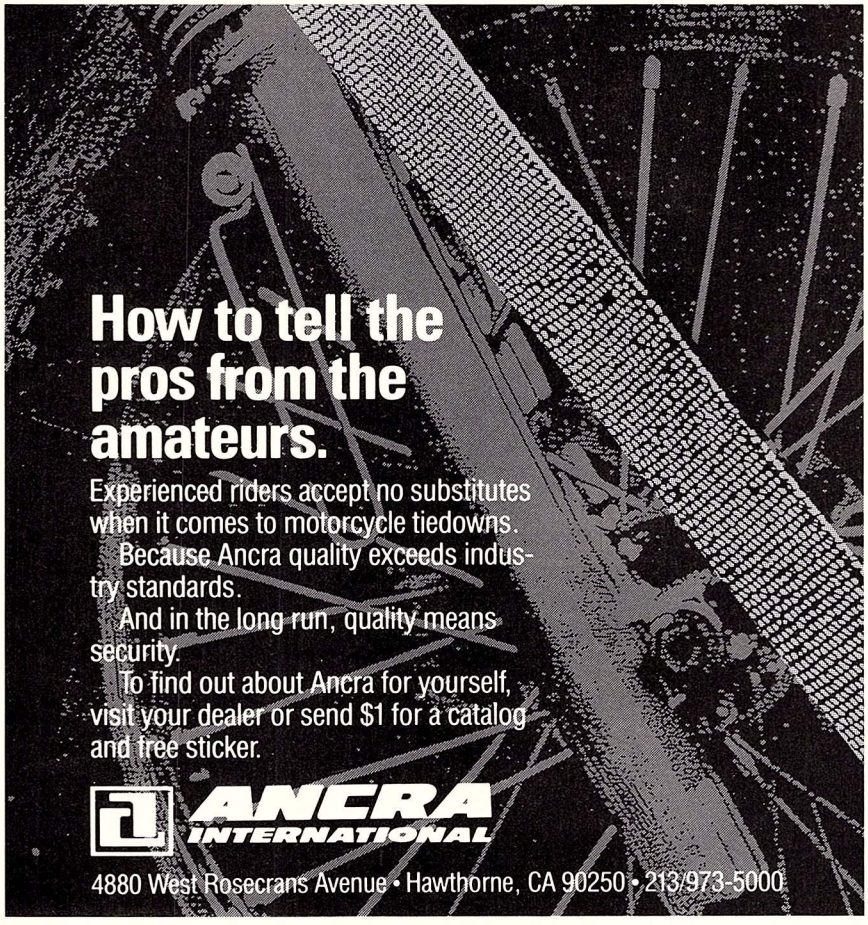


GAINESVILLE

NEW LEASE ON LIFE

For a professional motocross racer, the first outdoor National is a welcome sight. Supercross pays well and is exciting, but it is a high-pressure, late-night, crash-filled series of emotional highs and lows. No rider learned how to ride in supercross races, so going outdoors is like returning home. This year that was especially true. For riders such as Rick Johnson, Jeff Ward and Johnny O'Mara getting out of the smoke-filled stadiums was a chance to breathe new life into their careers. The start of the Nationals might well have been all they needed to get back on the winning track. A win would not only boost their confidence for the outdoor races, but could rebuild their spirits for the rest of the supercross series as well.

We wanted everybody to get a feel for the first National of the year, so the *MXA* wrecking crew rolled into Gainesville, Florida, with pen, paper, tape recorder, cameras, film and an ever-watchful eye for the real story. To get the true story of what went on at the first National of the year, we asked ten of the people who make motocross what it is to tell us how the day went for them.

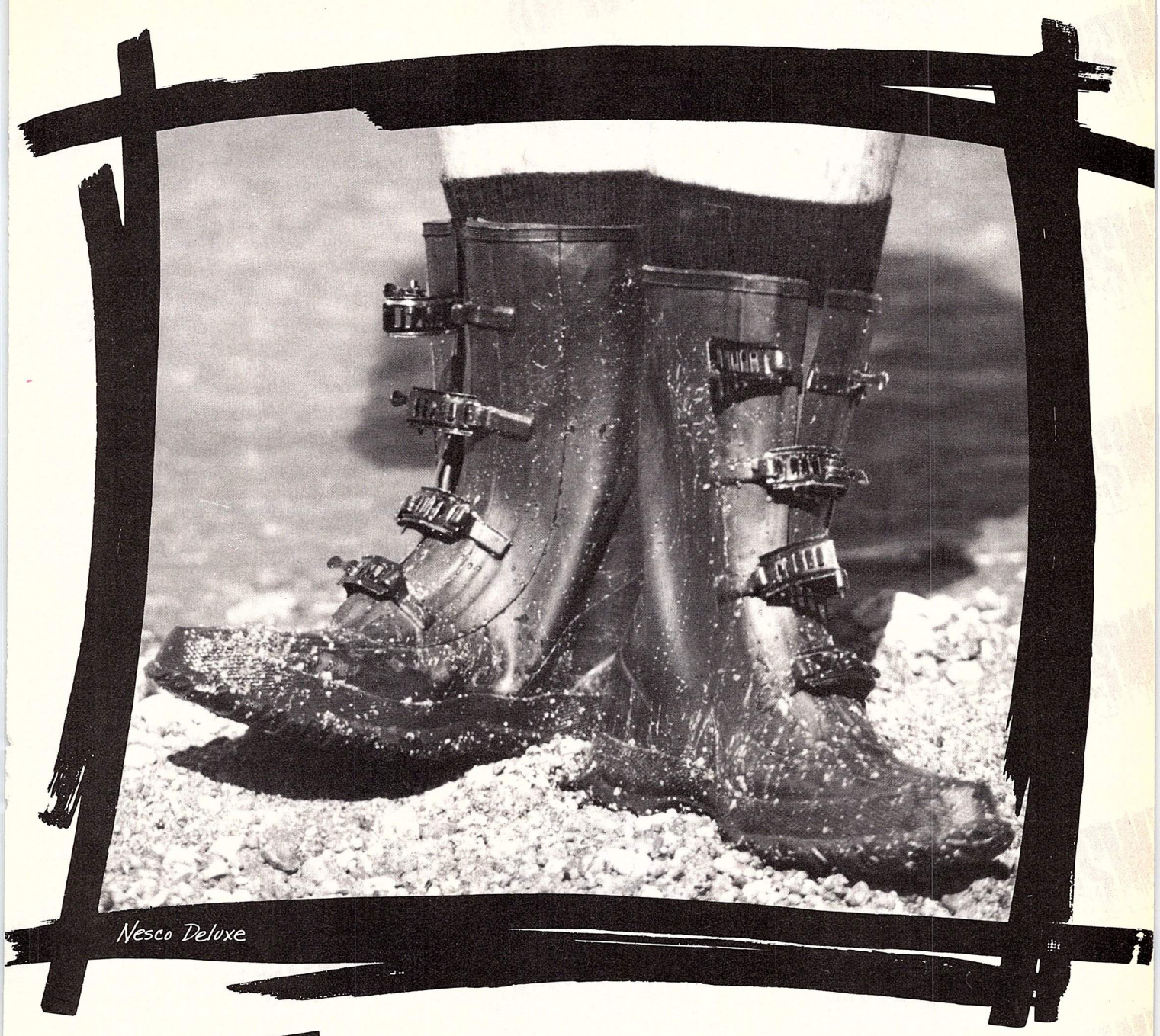
HOW I WON THE 125 CLASS

MIKE KIEDROWSKI

• I was really pumped for this race. Ever since taking control of the #1 plate last year, I have waited for the chance to defend it. Having raced here last year, I knew precisely what type of conditions to expect. Gainesville is one of the more demanding tracks on the circuit, so my mechanic and I were down here all week testing tires, suspensions and motors.

I usually don't get very good starts, but in moto one everything clicked and I pulled the holeshot. It is so much easier to gain ground when you are out front going into the first turn. Right away I wanted to put as much distance as I could between myself and the rest of the riders. During the first five laps or so I was trying to keep a good pace and not tire. About then, Jean-Michel Bayle began closing in on me. I had to pick up the pace considerably and within two laps I began to feel tired and my arms began pumping up.

This opened the door for Bayle, and he soon went whizzing by. I didn't make a mistake; he just squeezed under in a long sweeper. I tried following him as long as possible, but once we hit lapped riders he was able to slice and dice through much quicker, and establish a sizable lead. Once I cleared the traffic, I began to reel in Jean-Michel. I was within passing distance but, unfortunately, I was riding over my head at the time and started making costly mistakes. I decided that I better tone it down



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YAMAHA

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PISTONS (Kits Avail.)		
YZ80	FROM	20.25
YZ125	FROM	30.60
YZ250	FROM	32.85
YZ490	FROM	40.50
RINGS		
YZ80	FROM	6.66
YZ125	FROM	7.38
YZ250	FROM	17.10
YZ490	FROM	20.25
CABLES (Brake)		
YZ80	FROM	7.02
YZ125	FROM	11.16
YZ250	FROM	13.32
YZ490	FROM	13.32
(CLUTCH)		
YZ80	FROM	8.82
YZ125	FROM	9.22
YZ250	FROM	10.98
YZ490	FROM	10.08
(FRONT BRAKE LINE)		
YZ80	FROM	44.59
YZ125 250 490	FROM	60.03
BRAKE SHOES OR PADS		
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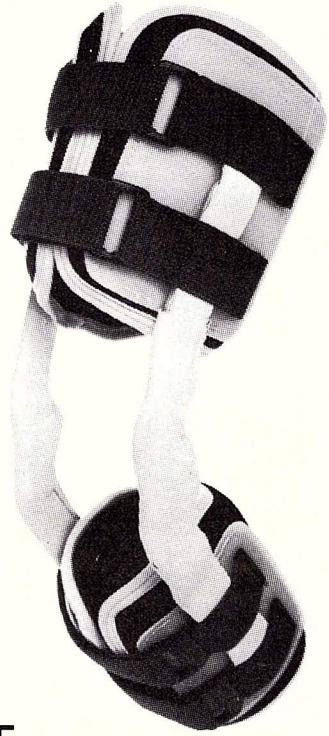

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GAINESVILLE

and settle for second. I figured, "There is always the second moto."

I knew if I could just get another start like in moto one I could win the race. I timed the gate perfectly and set off in second behind Ty Davis. As we came into the second turn, I decided to drive harder into the corner and not shut off until I passed Ty. Luckily it worked, and I was able to rail the turn and make the pass. By midrace I had opened up an eight-second lead. I knew as long as I continued at this speed I had the win. My main concern was Bayle, but as I later found out, he had gotten a bad start and was having trouble passing Jeff Matiasevich. Their battle allowed me to gain the amount of ground needed to pull off the win. The second moto I never really tired, and I felt it was one of my best outdoor showings thus far. •

TOP 125 PRIVATEER
ERIK KEHOE

• I don't remember exactly what position I was in going into the first turn, but I know I was with the top ten. Anyway, I held my position for a few laps while everyone fell into their places. I finally began passing riders and soon landed in fourth. I could see Jeff Matiasevich in the distance, but I couldn't seem to close in. He was running at an incredible pace, and I didn't want to try to catch up this early on for fear of losing stamina. Then it happened: my forearms began to pump up. They pumped up really bad—probably due to nervousness. I was a little anxious going into this race, it being the first of the season and all. I rode an okay race but I should have done better than my seventh in moto one.

The second moto went better. I sat in the same position as in moto one for the entire moto, but the difference was that I didn't tire. My arms felt fine and I raced my own race. I ended the day with a 7-5 for fifth overall. •

THE BIONIC MAN
GUY COOPER

• I left the line in a respectable position but exited turn two sucking dirt. I didn't know they had graded the turn, and I came in way too fast and lost control through the whoops before the turn and crashed hard. By the time I remounted, I was in something like 37th. I got going, only to crash again before finishing the first lap. That crash not only broke my rear fender but an entire strand of banners got caught up in the rear sprocket, causing the brakes to fade. My wife Jayna set a goal for me to finish in the top five in the 125 class and I didn't want to let her down. Every lap she

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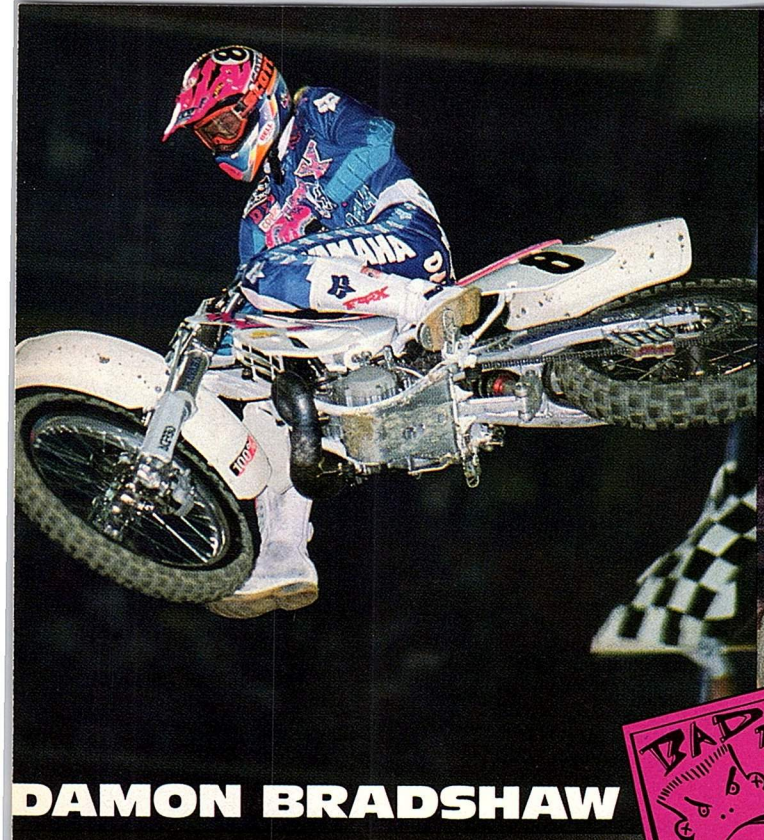

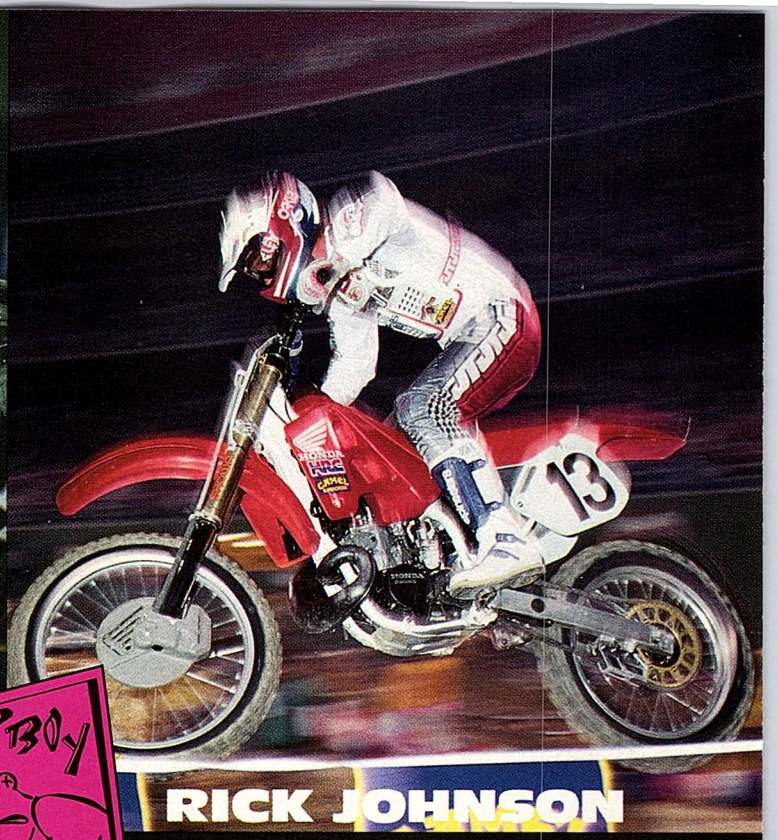

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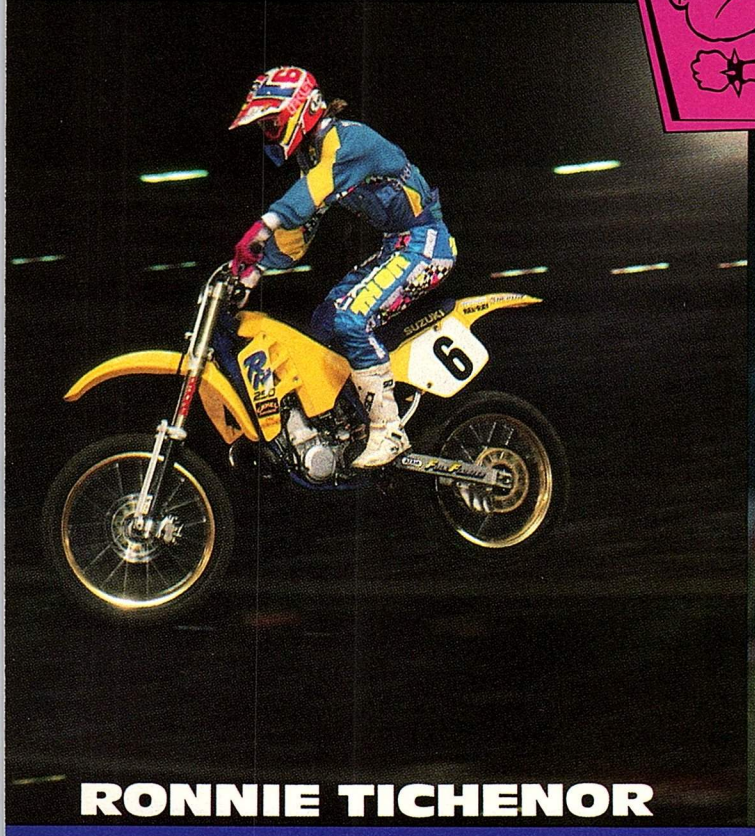

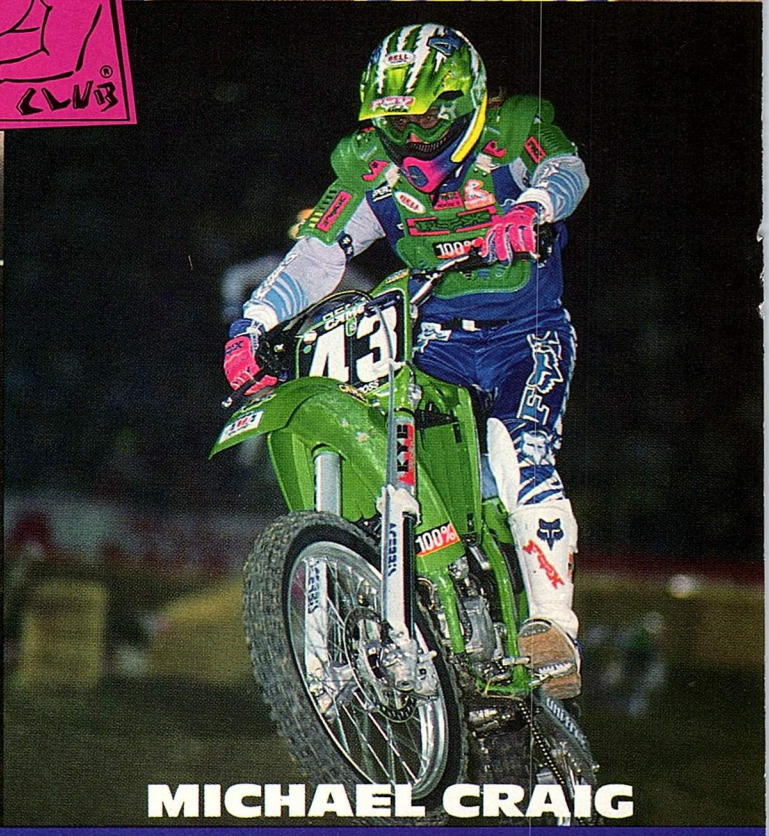

RONNIE TICHENOR

MICHAEL CRAIG

PHOTOS: COURTESY OF MOTOCROSS ACTION- MOUSE

"If a man hasn't discovered something that
he will die for, he isn't fit to live."
– Martin Luther King, Jr.

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would write my position on the pitboard sign. I felt really good. My biggest problem was trying to pass Jeff Matiasevich. I managed to work my way into fourth and would have liked to grab a top-three finish, but, unfortunately, I was tiring and Jeff was not going to let up. I just rode to my best ability and everything worked out fine, considering the circumstances.

I had a lot better luck in the second moto. A sixth-place start is a lot easier to work with than a last-place start. Again I battled with Chicken [Matiasevich] until we came into lapped riders. I tangled with a lapper and went down. This time I was too tired to charge full-throttle and instead of risking another get-off I kept things mellow for the remainder of the race to finish fourth. •

KING FOR A DAY
RICK JOHNSON

• Things started off good and kept getting better throughout the day. In my first moto, I got a good start—for me—and quickly settled into fifth position. Ron Tichenor was ahead of me and both he and I began working our way to the front. Doug Dubach put up a good fight but we soon dropped him into third place. I followed Ronnie for a few laps and then he began to fade. His pace slowed and I went on by. Once in the lead I tried to keep as fast a pace as possible, trying not to ride over my head. I had the lead and I didn't want to forfeit it. From there on I just rode my own race. Jeff Stanton began closing in late in the race, but never really became a threat.

The second moto didn't start the way I had hoped, but I didn't let that bother me. After winning the first moto, my confidence was at a high, so I knew if I could just hold my own, God would guide me through. Exiting the first turn, I was sitting in a disappointing sixth. By the end of lap one, I had moved into fifth just behind Larry Ward. While Larry tried to fight me off, Jeff Stanton and Damon Bradshaw were able to extend their lead, but only for a short time. Larry and I soon came within striking distance of them. Next, I found my way around Larry and set out after Bradshaw. The racing was real close among Jeff, Damon and myself.. Damon made a slip and I went by. Then it was just Stanton and I. We continued swapping lead changes for the remainder of the race.

As the white flag came out I remember looking back and seeing Stanton right behind. That last lap was a killer. I was getting a little tired but I really wanted this win. The corner before the checkered, Stanton was less than one bike length behind and that's how it ended. I think this proves to everyone including myself that I still have what it takes to win. I rode up to Rick Johnson standards, but there is always room for improvement. •

STILL HURTING
DAMON BRADSHAW

• Ever since my crash at this year's San Diego Supercross, my leg has been a recurring nightmare. It doesn't hurt all the time, but when it hurts, it hurts! For Gainesville I was feeling pretty good. Even though my points in the supercross series had dwindled down, I was still confident that I could win outdoors.

I got off to a bad start in my first moto. I left the line a little late and paid for it throughout the moto. I had to waste valuable energy trying to pass slower riders when I should have been leading, but I didn't start riding over my head like in past races; I kept it on two wheels. I held back a little during the race until the last few laps when I made my charge. Ronnie Tichenor was running in third for much of the race, and when I saw an opening I took it. I wanted to finish in the top three so that I could return in moto two with a good amount of points, and that's exactly what I accomplished.

My first moto was not good, but the sec-

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ond was even worse. My leg was beginning to hurt and I was not sure how long I could last. Actually, I got a good start and set off at a comfortable pace. Stanton and I were having a good race until the pain in my leg took over. I did my best to continue, but I quickly fell off the pace and began to fade. One by one riders began passing me. I tried to increase my speed but nothing worked. I had fallen to a depressing 11th. Luckily, placing third in moto one salvaged some lost points and I was able to end the day in sixth overall.

My doctor has told me that if I want to continue racing this season I had better sit out a few races. I will probably sit out a few supercross races so that I won't have to miss any Nationals. •

DISAPPOINTING DAY
JEFF WARD

• The day looked promising. I felt really strong in practice and I was ready for the race. As far as moto one goes, there is not much to say other than I wish it had been better. I got off to a pretty good start, coming around for lap two in fifth position. Everything was going well until I came upon the back straight on lap two. Dennis Hawthorne crashed right in front of me and I did my best to avoid the situation, but couldn't. His bike was cartwheeling down the track, and it smashed into me. The swingarm hit my head and shoulder and twisted my helmet around my head. I may have broken a knuckle or two in the incident. Anyhow, after many laps had passed, I finally got up and headed for the pits. Between races it was recommended that I sit out the second moto, but the injury was not all that bad, so I decided to give it a try.

The second moto went ten times better than the first. Although my start wasn't great, I was happy to be riding. I basically stayed in sixth the entire moto. I was feeling quite sore but managed to hold on. By placing sixth in moto two, I finished 13th overall. Not good, but better than 23rd! I hope to improve my scores by the next round. •

INNOCENT BYSTANDER
SETH SEROY

• Today's races were so cool. I had never been to this track before. I would have liked to have brought my race bike down and raced the amateur race the day before. I am happy to see Ricky Johnson win a race; a win for the Bad Boy was way past due. This proves to all my friends who said he was washed up and couldn't ever win again that he is still a competitive racer. He was never gone. He may not have been in the top five every race, but when you look at the overall standings for this year's supercross series he has been fairly consistent and has landed himself in the top ten. Another person I was rooting for was Guy Cooper. Did you see the way he moved through the pack of riders? It was like they were standing still. He is a superhero. Since I have a Honda motorcycle, I was cheering for all of Team Honda. I couldn't believe it, though, when Team Honda got 1-2 in both the 125s and 250s. Tell you what, when I get home I am buying some stock in American Honda. It has to start going up in value with Ricky back in the winner's circle. •

PIT SECURITY
ANDY MESSNER

• I am not having a good time. I was told that I would have at least some time to watch the races, but so far the only bikes I have seen moving are these jokers trying to break through the pit area fence. Last year I was a spectator and had a great time. This year when I was approached for the pit security job, I freely agreed, thinking I would get in free and catch some good racing. Oh, I did get to see one practice of 250

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GAINESVILLE

riders, so I guess that's better than nothing. Besides, from what I heard Jeff Ward didn't ride much in moto one. He is my all-time hero, and I was glad to see he was not seriously injured. The only thing that saves this day is the girls. There are so many beautiful women walking by that it keeps the day interesting. And they all are wearing next to nothing. Wow! •

THEY'RE SO CUTE
TIFFANY ALVAREZ

• I'm not too interested in the sport itself but the riders are hunks. I had never been to a motocross race before, but I know one thing—I will be back. We have a lot of cute guys here at the University of Florida but these guys are a welcome sight. Even though I didn't watch that much of the racing, I still had fun. It was worth the $20. It looks like a fun sport. The riders I liked were Ricky Johnson, Jeff Matiasevich and Jeff Stanton. Too bad they all have girlfriends. •

HOOKER'S SPRING BREAK
MIKE HOOKER

• We left from L.A. International Airport on Thursday night. Since we weren't driving to Florida in the Pro Circuit box van, we had to carry with us 200 pounds of spare parts. The box was too large and too heavy to put on the plane, so we had to bribe the skycap $20 just to get his supervisor to take a look at it. It cost another $30 to get the airline to agree to fly it. Then they informed us that they could only fly the box to Tampa and not all the way in to Gainesville. So we had to rent an extra-large van to carry the box in and drive two hours to Gainesville. On Friday, we put a new motor in Erik Kehoe's bike. He had done extensive testing with the '90 motor and decided he liked the '89 better. We also worked on Steve Lamson's, Fred Andrews' and Phil Lawrence's bikes that same day. Working at Pro Circuit means all work and no play until the work is complete.

After finishing the bikes around midnight, Bones, Randy Lawrence, Ray Sommo, the guys from Fox Racing and I all went out to the local clubs. My favorite club was Club X. It's a post-modern music club where everyone wears all black. It looked so depressing. It was fun, though. We danced on the tables and goofed off until 2 or 3 a.m. Boy, Mitch missed a great time. On Saturday, we did some testing with Yamaha riders Doug Dubach and Phil Lawrence, and that pretty much killed the day. That night we all went out again, but this time we didn't get in until 4 a.m. Getting up for the race the next day was way hard, but well worth it. • ❑

RESULTS: GAINESVILLE 125/250 NATIONAL
Gainesville, Florida

125 CLASS		250 CLASS	
1. Mike Kiedrowski	Hon	1. Rick Johnson	Hon
2. Jean-Michel Bayle	Hon	2. Jeff Stanton	Hon
3. Jeff Matiasevich	Kaw	3. Ron Tichenor	Suz
4. Guy Cooper	Suz	4. Mike LaRocco	Suz
5. Erik Kehoe	Hon	5. Doug Dubach	Yam
6. Jeff Emig	Kaw	6. Damon Bradshaw	Yam
7. Steve Lamson	Suz	7. Johnny O'Mara	Kaw
8. Ty Davis	Hon	8. Fred Andrews	Suz
9. Denny Stephenson	Suz	9. Larry Ward	Suz
10. Barry Carston	Suz	10. Brian McElroy	Suz

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☐ Motocross is the type of sport that breeds innovation. In the race to rise to the top, racers and manufacturers alike have spent countless hours trying to come up with some sort of technological edge. Of course, there's no guarantee that the end result of all that hard work will be anything workable or worthwhile. For every laughable motorcycle, however, there are always a few that stand the chance of making it to the big leagues—to the winner's circle. Remember Chris Heisser's $10,000 "Tin Can" race bike? How about the factory Harley-Davidsons with forks mounted in place of rear shocks? Only a few people ever laid eyes on Kelvin Frank's ultra-trick 125 race bike powered by a twin-cylinder Yamaha TA125 road-racing motor. Even with Mike Bell aboard, the bike seized in its first outing, and second outing, and third outing . . .

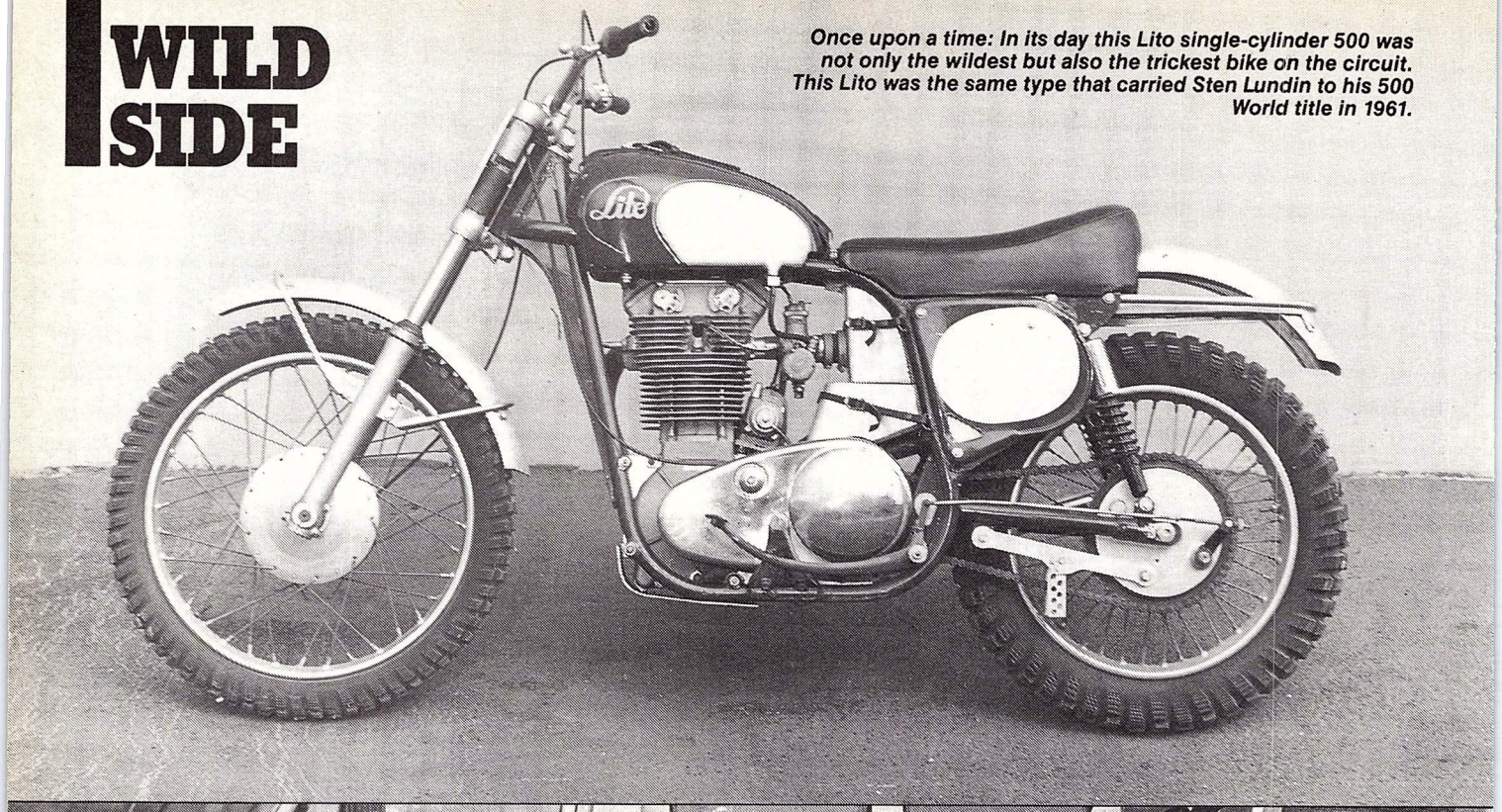
We started asking ourselves, "What bikes would qualify as the wildest of all time?" To that end, we searched through the files one night to find the most bizarre bikes that ever rolled through the pits. The search became a bench-racing romp as we stopped often to laugh and relate our personal anecdotes about certain bikes. We finally came up with the bikes on these pages.

A family concern: Mugen was an aftermarket company founded by the son of Sochiro Honda and specialized in exotic motocross accessories. This complete Mugen ME125 was a radical departure from the stock Honda and it became famous under the hands of Johnny O'Mara, who won the 1980 125 USGP with an all-white model.

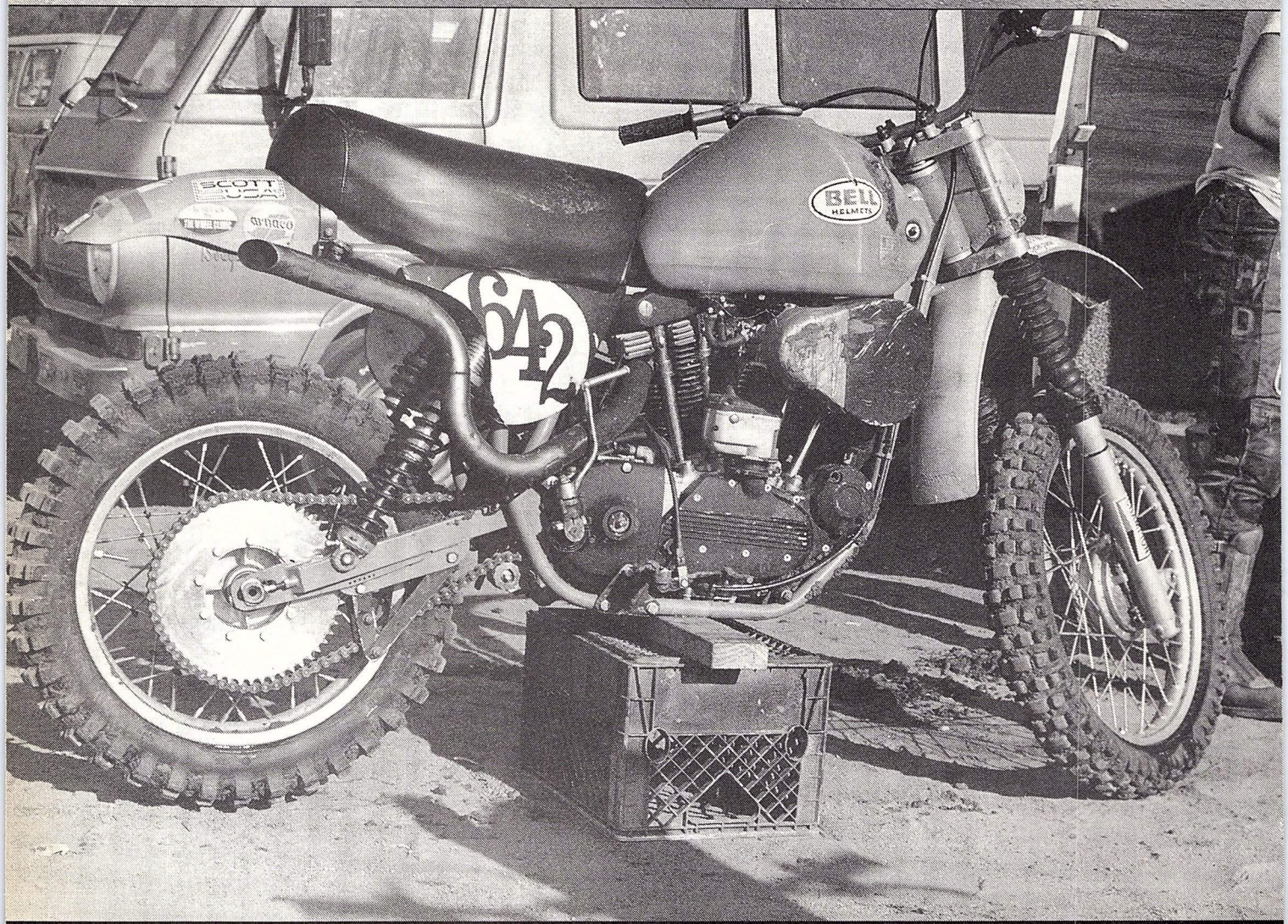
Back to the drawing board: Suzuki showed up at the opening round of the '82 Supercross season with their bikes covered up. When practice started, Suzuki teamsters Mark Barnett and Scott Burnworth rode out on these RM250s that had an airbox in place of the gas tank and the gas tank where the airbox was traditionally located. The lower-center-of-gravity theory sounded better than it worked. Barnett soon refused to ride the bike.

The tin can: In an effort to show up the factories with exotic equipment, privateer Chris Heisser appeared at the first National in 1980 with a homemade 125 Honda that cost $10,000. The bike was designed by a road racer and may have been better suited for the pavement—it didn't make it to the third National.

WILD SIDE



Once upon a time: In its day this Lito single-cylinder 500 was not only the wildest but also the trickest bike on the circuit. This Lito was the same type that carried Sten Lundin to his 500 World title in 1961.



***Then Came Bronson:** Some people complain about the abrupt power of modern two-stroke 500s—none of which would come close to the power put out by this 1000cc Harley-Davidson, which was entered in a desert race.*

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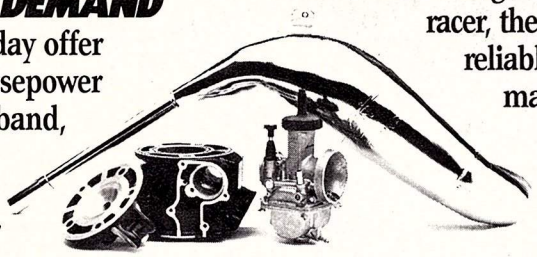

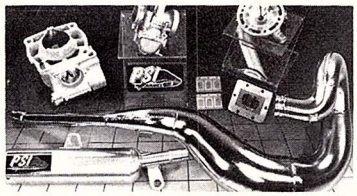

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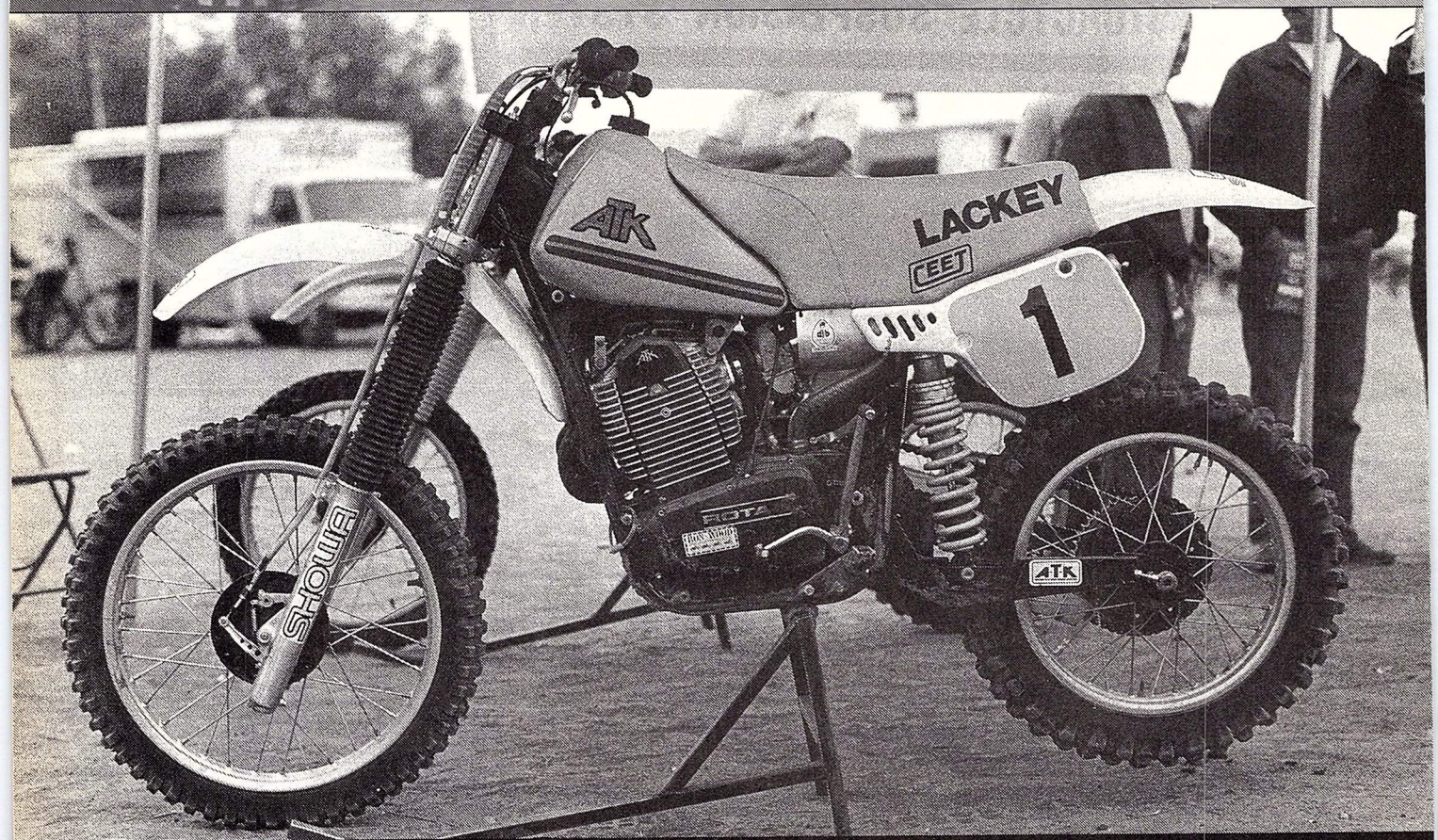
Just a kit bike: Knobby Shop International offered this wild laid-down twin-shock frame kit for Honda XR motors. Wild niceties include a full-floating rear brake, sheet metal screws drilled through the rim into the tire bead and twin Fox air shocks. Kickstarting the bike was obviously just an option.



The one and only: 1982 500 World Champion Brad Lackey raced only one time with the #1 plate that took him ten years to earn. At the 1983 USGP Bad Brad lined up three different rides, unbeknownst to the respective bike owners. He practiced on all three, then opted for a Yamaha. This ATK 560 was one of the three.

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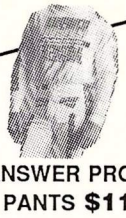

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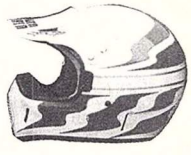

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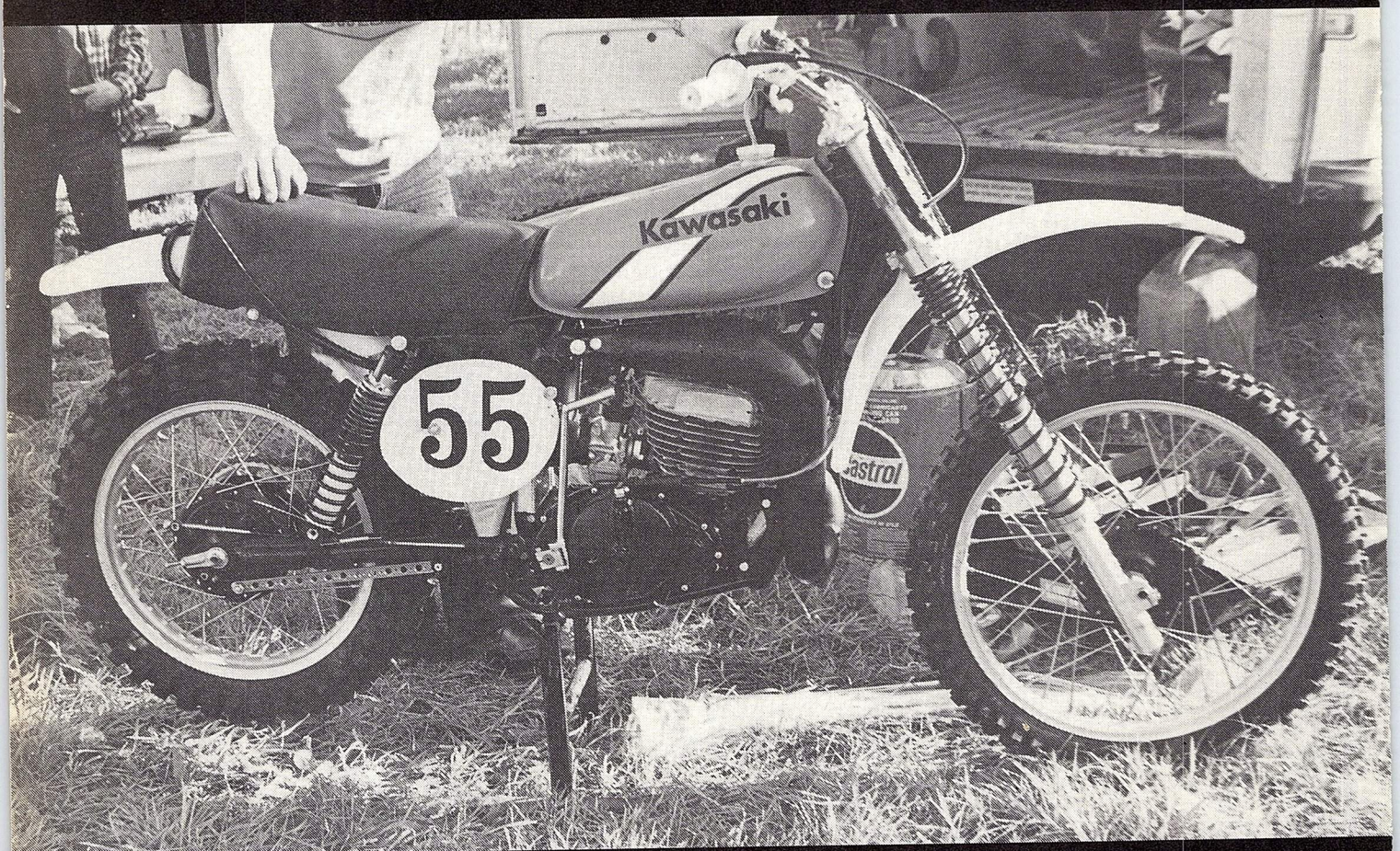
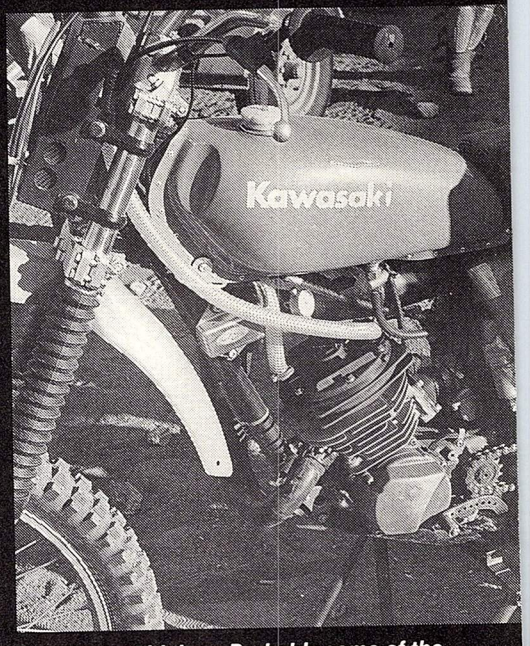


A novel approach: Kawasaki tried these external fork springs back in 1976 on Torlief Hansen's factory 400. The idea was a cult hit immediately and soon accessory companies were selling the idea for other bikes. *Jim Gianatsis*

The wildest mini: Back in the late '70s the 100 class was one of the more popular, and some people took it pretty seriously. This custom-framed minicycle houses a sleeved-down CR125 motor, complete with laid-down reservoir Fox shocks and remote-reservoir air forks.



Back in the old days: Probably some of the wildest bikes ever could be found on the National circuit in the late '70s before the advent of the production rule. Gaylon Mosier piloted this water-cooled KX125 complete with machined aluminum triple clamps, pop-riveted fiberglass gas tank and a front number-plated radiator to a third overall in the 1978 125 Nationals.

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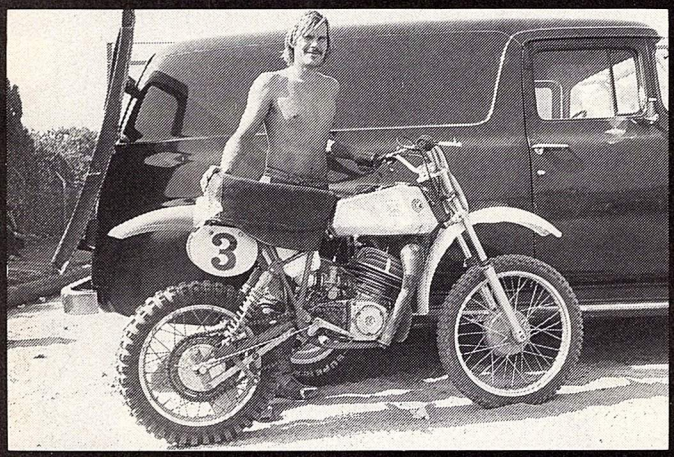
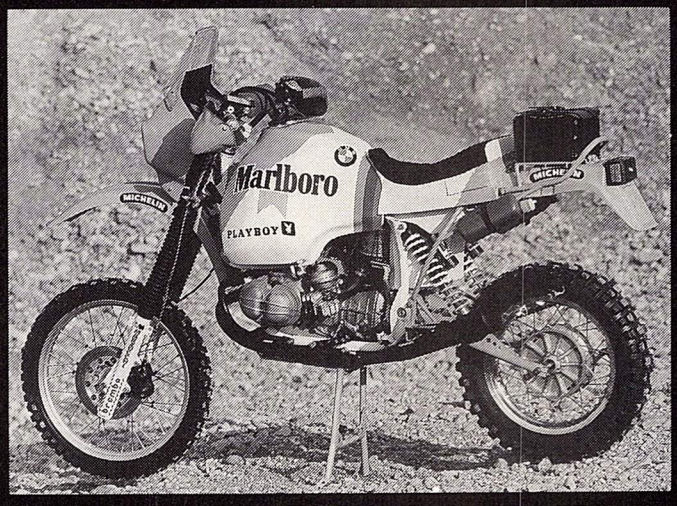
WILD SIDE



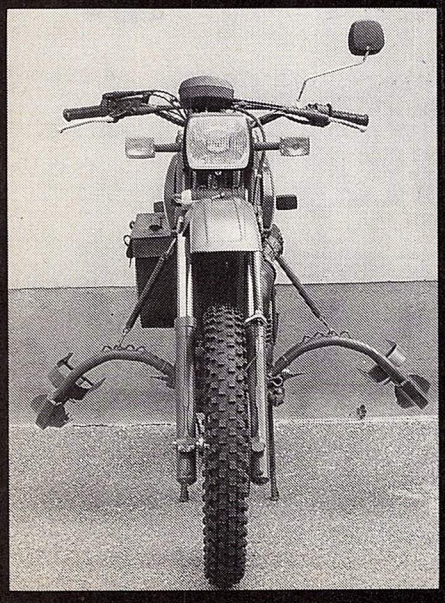
The homemade variety: Without a doubt, homemade bikes have always proven to be the wildest. In the mid-'70s laying down your shocks was the hot setup, along with running a snail or snake pipe. The four-fin barrel was another CZ trick and it's hard to imagine that this bike was probably one of the trickest in the pits at one time.

Whatever it takes: The Veronica Beach race is renowned for the high speeds that the riders reach as they drag race through the thick Dutch sand. This enterprising rider gave his Hercules an aerodynamic touch with a fairing and paper disc wheel covers.

It's what you don't see: Colorado's Arlo Englund used this plain-looking Husqvarna 390 automatic to win a race in the 1978 Trans-AMA Support class. If you look closely you'll notice that there is no clutch lever and there is no shifter. The bike was an automatic and it was the most successful of its breed ever.



The ultimate dual-purpose: The diminutive three-time 125 World Champion Gaston Rahier raced this heavily modified BMW in the ultra-long-distance Paris-to-Dakar Rallye and won! The bike weighs more than 300 pounds and can reach speeds in excess of 120 mph. The gas tank holds six gallons.



◄ *Let her slide: The Austrian army made up these wild KTM ski bikes for their soldiers. Both the KTM and the Husqvarna have proven to be very popular with various European armies.*

Brad returns again: At the 1983 Superbikers race Brad Lackey went through a few rides before the race and eventually lined up with this Pro Circuit 500. When the Champ failed to qualify, he spent the rest of the day in the VIP lounge. □

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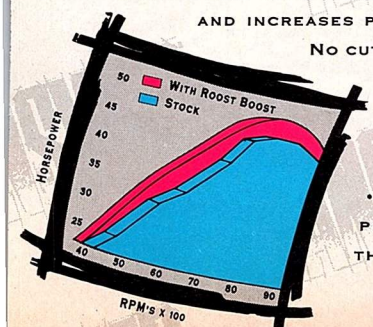

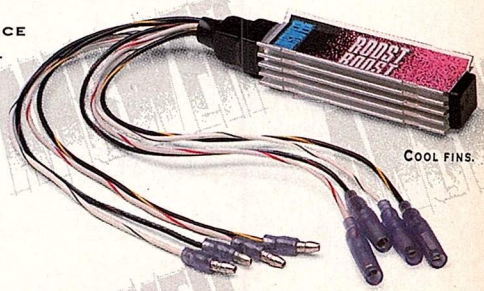

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A PEEK AT THE FUTURE

☐ This is a story about big business machinations, bureaucratic bungling and idealism awash in a sea of politics. The motocross bike that is at the center of this controversy is currently gathering dust in some dark, dank warehouse in Austria. It is the bike that might have been!

AMP RESEARCH PROTOTYPE 125

The bike that might have been

But we're getting ahead of ourselves.

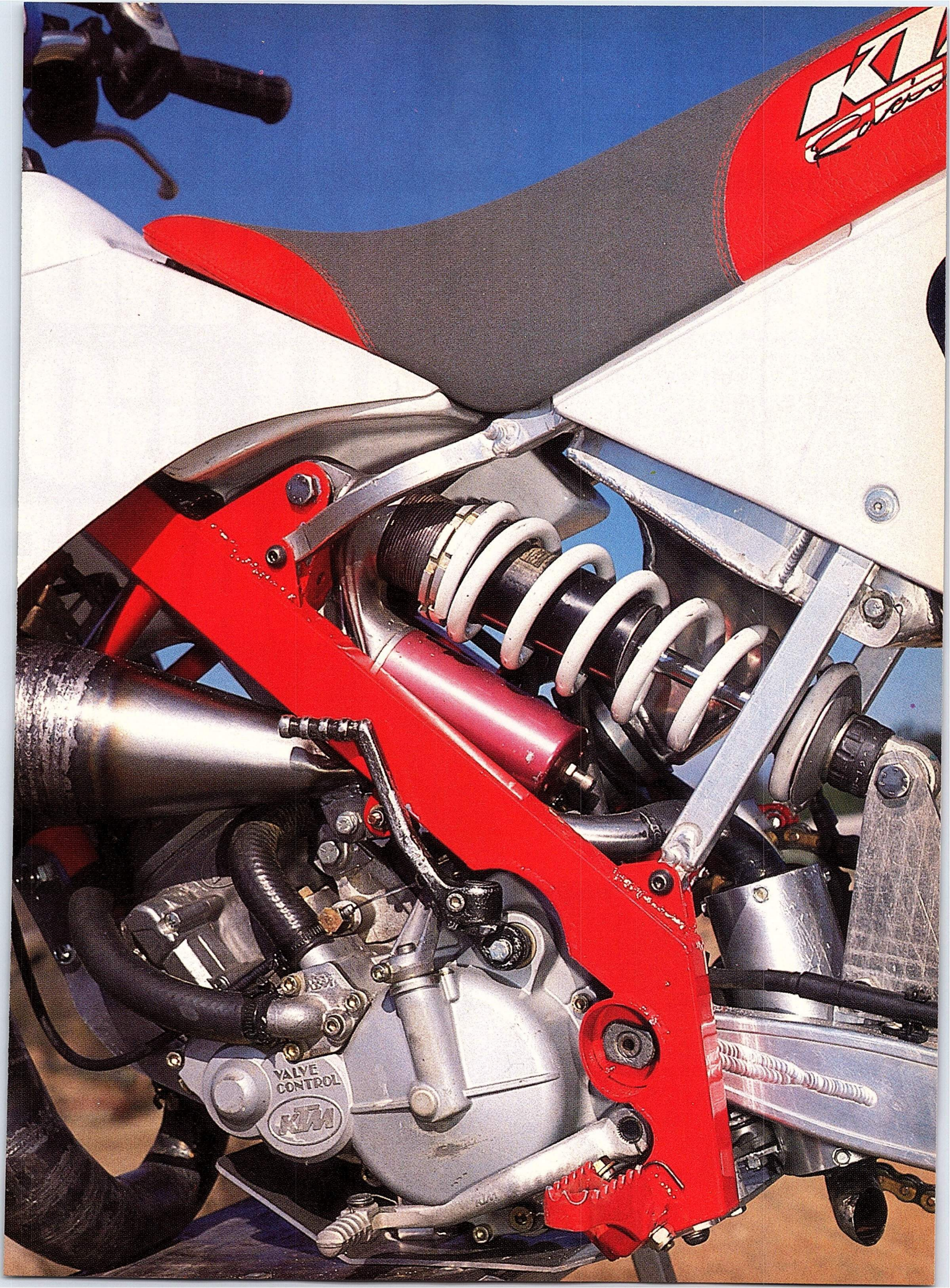
The story began last November at the International Motorcycle Exposition in Milan, Italy. Horst Leitner had flown from Laguna Beach, California, to Italy to meet with the new corporate managers of KTM. The Austrian motorcycle firm had been taken over by a large holding company and the new owners were looking for ways to improve the stodgy, almost non-existent American motocross image of their new venture. Leitner, an expatriate Austrian, had built a reputation as the most successful independent motorcycle designer in the world. His Laguna Beach-based AMP Research firm had turned out design concepts, ideas and completed motorcycles for a wide range of uses. He had negotiated with Harley-Davidson to build a military motorcycle, had built a prototype for Can-Am, marketed the omnipotent $7000 ATK 560 and 604 four-strokes, popularized the electric-start motocross thumper, founded the complete line of ATK two-strokes, marketed a chassis kit for the Honda XR600, designed the PBH RG560 four-stroke for Great Britain and pioneered research into variable chain torque suspension systems with the AMP Link. At Milan, KTM asked AMP Research to build a 1991 prototype for them. The carrot at the end of the stick was obvious—a chance to design future KTM models.

KTM's management was interested in shaking the cobwebs off of their designs and designers. This was an obvious slap in the face to KTM's in-house engineers, but it was an opportunity for AMP to show what they could do.

THE WORK BEGINS IN EARNEST

The *MXA* wrecking crew is among the biggest snoops on the planet. We stick our noses into more places than Jessica Fletcher and Maury Povich. It didn't take us long to figure out that AMP Research was up to something special. Horst had asked us on several occasions to tell him what we'd like to see in the bike of the future, but after his trip to Milan he asked more pointed questions. Past experience with AMP Research has shown that they are able to turn out a completed prototype motorcycle in less than three months. Increased activity at AMP always means that something is up.

Men at work: The shock tucks up under the left side of the frame. It can be removed or adjusted without any gymnastics. Nothing sticks out on the AMP chassis. The pipe, shock, kickstarter and silencer are incredibly well tucked in. ►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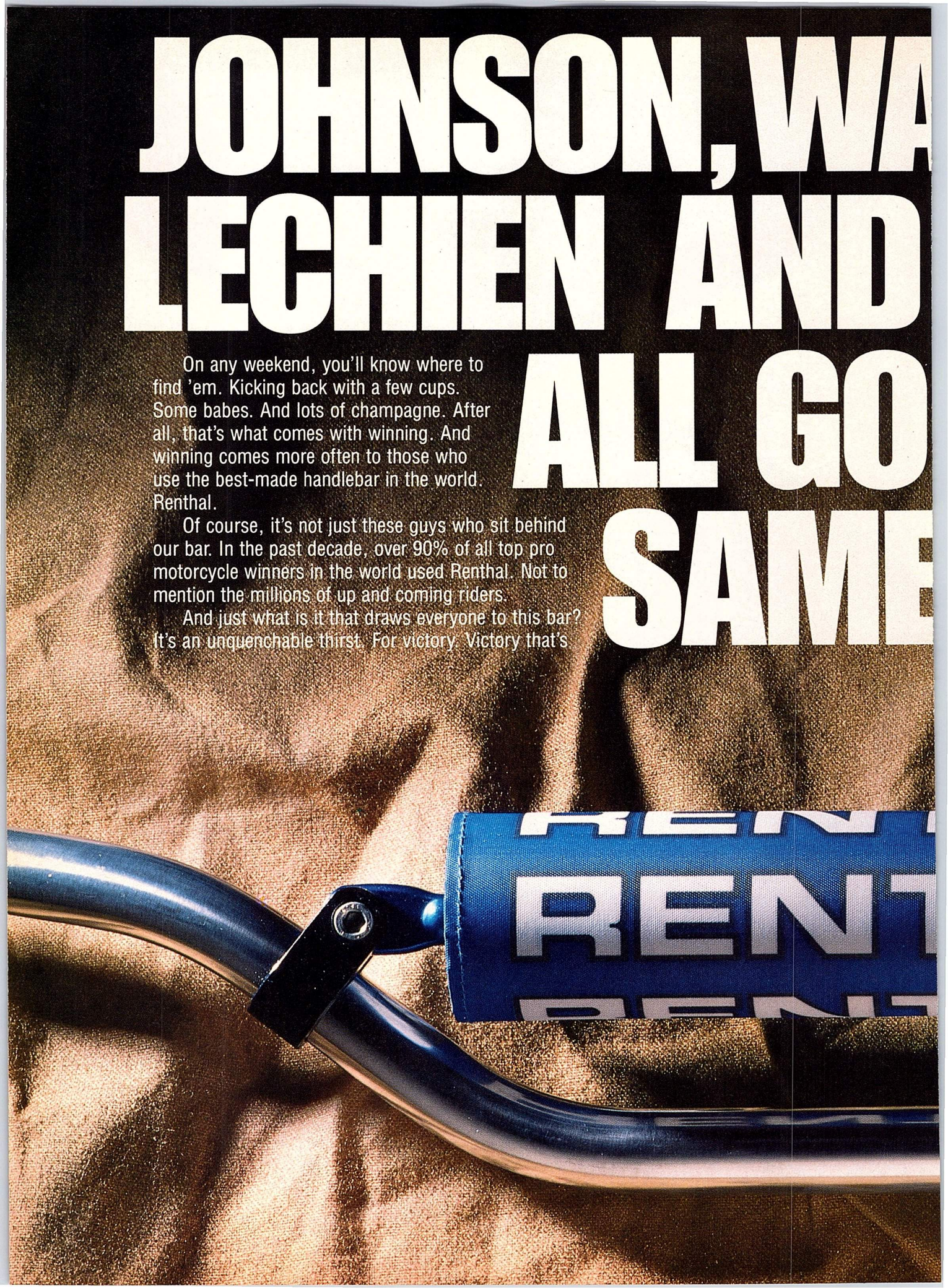

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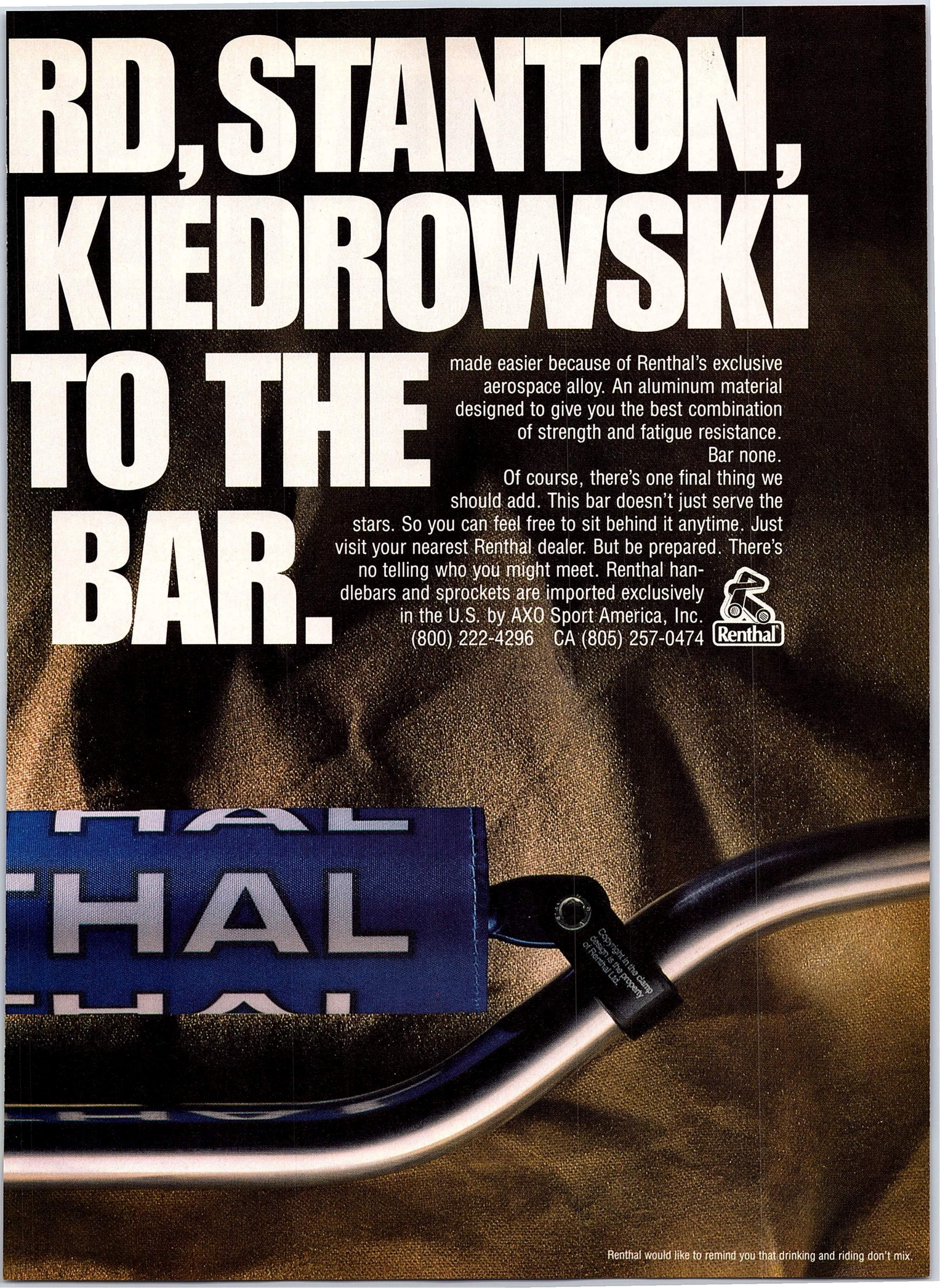

Renthal would like to remind you that drinking and riding don't mix.

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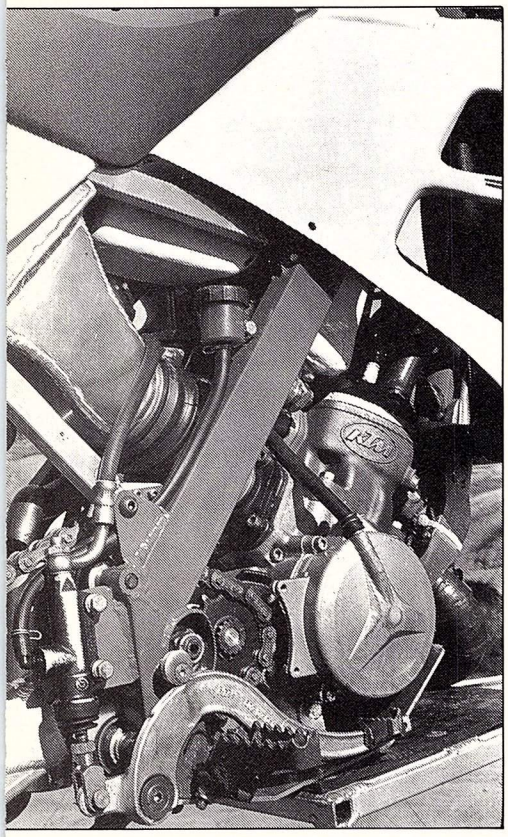
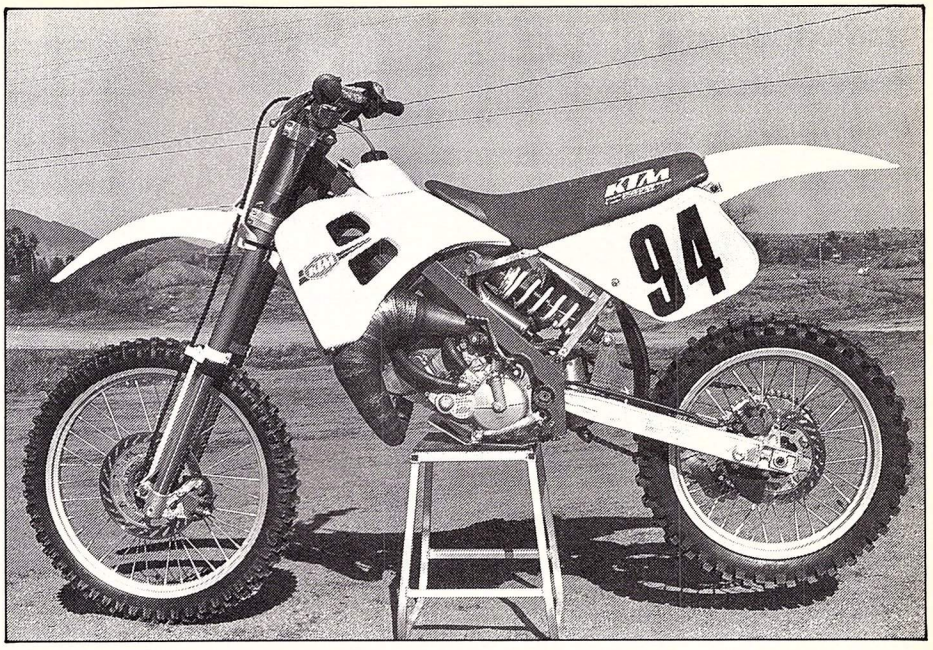
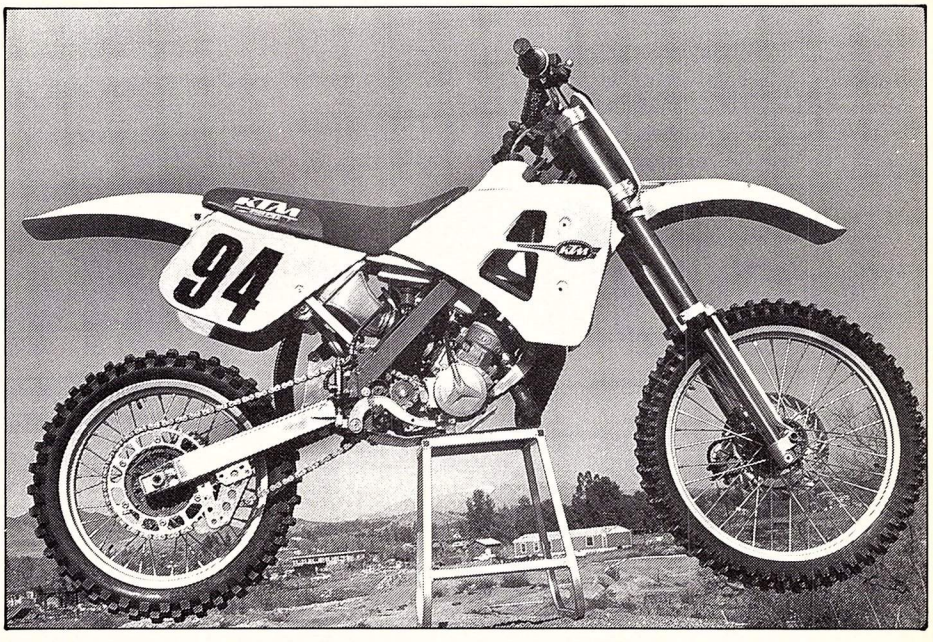


Coat hanger: The only thing running under the motor is an aluminum skid plate. The motor hangs in the simple parallax frame via the swingarm pivot bolt and special aluminum motor mounts.



Limited tubes: Built in America as a prototype for possible 1991 production, the AMP Research prototype is the epitome of design strength. There are only three main frame tubes; all are rectangular and straight.



On the line: In prototype form, with fiberglass components, aluminum airbox and one-off frame, the AMP weighed ten pounds less than the bike it was built from. In production the weight would be reduced even further.

We staked out AMP Research and, cloaked in various guises (telephone repairmen, insurance salesmen and Hare Krishnas), cracked the case in short order. It didn't take long to figure out that AMP was building a special 125 prototype.

In less than three months AMP Research built the wildest 125 motocross bike around. They approached the task with a visionary zeal. "The goal is to build a motorcycle that is cheaper to manufacture, ten pounds lighter, better-handling, easier to work on, incredibly narrower and advanced enough to be contemporary five years from now," said Horst Leitner. As the work progressed, the *MXA* wrecking crew checked in at regular intervals. AMP Research had a rough prototype ready to race in slightly over a month. It was raced in various disguises at Carlsbad and Perris Raceway every weekend for the next two months. Sometimes people noticed the unusual-looking bike, but since it was always covered with bits and pieces of KTM plastic it normally went incognito.

The rush to finish the project on the prearranged day never heated up to a fever pitch. The AMP Research prototype just came together. On the final day it was taken apart, packed away and shipped to Austria.

BEFORE IT LEFT THE USA . . .

Before the AMP Research prototype left for Austria, though, it had to be tested one last time—a shakedown cruise. That's where the *MXA* wrecking crew was at the ready! Before the three-month wonder bike was sent to Austria, to what everyone assumed would be a triumphant reception, the *MXA* test crew wanted to ride it—and ride it we did—but first we stood around and ogled it!

First, the bike is incredibly small. Not small as in petite, but every aspect of the AMP Research bike is greatly reduced in size over comparable parts of other 125s. The gas tank plugs into the ultra-slim parallax frame. We wanted to make comparisons between the AMP frame and the Kawasaki perimeter frame, but they really aren't the same. The AMP frame is made up of only three main tubes. They don't have any bends in them and they definitely don't go around the perimeter of the bike. They are straight, strong, light and incredibly simple. The frame is called a "parallax frame" because the three tubes seem to run so close to each other that you can't always distinguish what's frame and what isn't.

The motor hangs in the frame. There is nothing under the motor except an aluminum skid plate. To remove the motor, a mechanic only has to pull the swingarm bolt and front motor mounts and stand back. A single radiator is hidden behind the right

PROTOTYPE

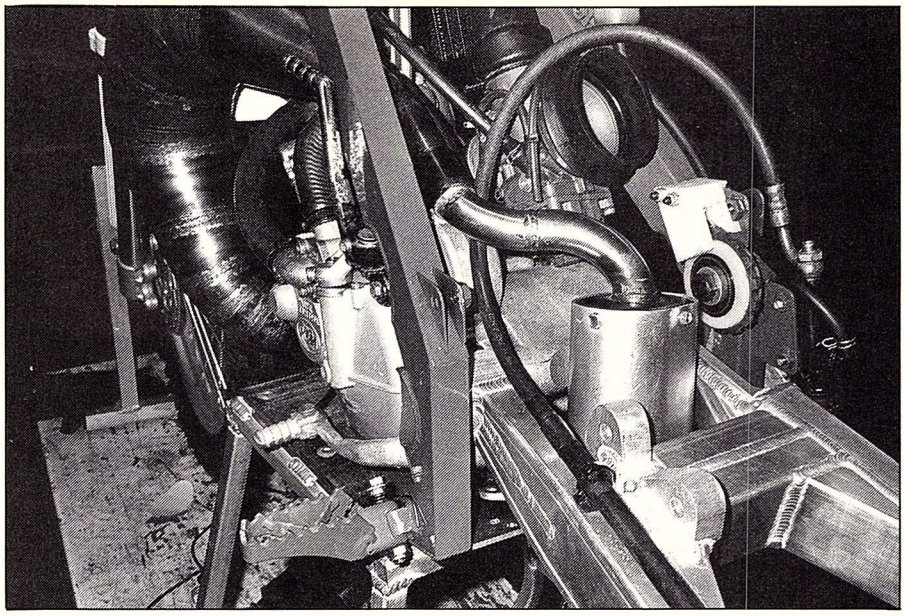
radiator wing, while the exhaust pipe is tucked up under the left-side wing. The complete bodywork is only ten inches wide at the rider's knees.

LOOKING IT OVER

There is no shock linkage. A White Power shock is mounted on the left side of the frame via an aluminum strut to the swingarm. The shock can be removed from the frame without having to remove a single part of the bike.

The silencer isn't mounted in a vulnerable place. It sticks straight down through the swingarm. If you are wondering what would happen if you rode the bike through deep water—don't worry. Exhaust pipes don't suck in like straws; if they did, submarines would fill up with water every time the engines ran. It takes a while to get used to the odd location, but it can't be damaged in a crash, is totally out of the way and has the potential of being quieter in its muffled location.

The chain is guided across a special AMP Link that allows chain torque to be varied as the suspension moves through its arc. Even tricker than a standard-issue AMP Link, like those fitted on many Honda CRs, the AMP Research prototype's upper chain roller disappears into the swingarm as the rear wheel travels upward. Very cool.



Tucked in: Looking for the silencer? It exits down through the swingarm. With the subframe removed, the openness of the prototype frame proves how compact motocross machines could be if designers used space more efficiently.

WHAT IT'S LIKE TO RIDE

Right off the bat we weren't concerned with the KTM 125 motor. AMP Research was charged with designing an inexpensive and advanced chassis/suspension system—not the motor. The stock KTM power is midrange, usable and efficient.

The AMP Research prototype has terrific rear suspension. Don't ask us how the non-linked suspension system works so well, but the AMP 125 has an absorbent and resilient feel. How much better is the AMP rear end than a stock KTM 125 suspension system? Twice as good, but that isn't a fair test because the rear suspension of the 1990 KTM is poor. How does it rate against bikes from the Big Four? It's probably the best 125 rear suspension on the track.

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Maxima chainlube 17 oz.	$ 3.99
PJ–1 chainlube 18 oz.	$ 3.99
Kalguard chain 17 oz.	$ 4.99
PJ1 Blue Label 18 oz.	$ 5.29

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Bel–Ray /Maxima /PJ-1	$ 2.69
Kalguard	$ 4.99
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O'neal trackpak 13000	$ 49.99
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PROTOTYPE

The chassis is so light and narrow that at first you feel like the bike is a toy. Some test riders complained that it was too narrow, but they were the same ones who marveled at how easy it was to move around on. The seating position is very flat. Nothing sticks out. There is just enough meat around the radiator and exhaust pipe to grip the bike through the tight turns.

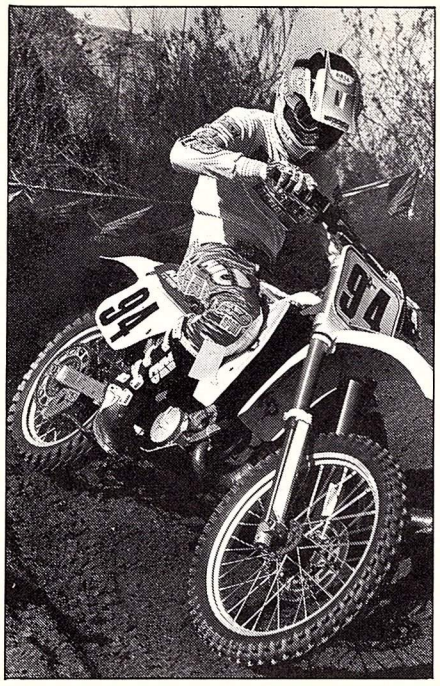
On the *MXA* scales, the AMP 125 weighed almost ten pounds less than the KTM it was built from. Most of the weight was saved in the frame, suspension system and components. The radiator wings wrap from one side of the frame to the other. The gas tank, which holds two gallons of gas, is a separate piece that inserts down into the frame. Light weight really aids the 125 motor in acceleration out of the turns and the chassis in gobbling up the whoops. Saving ten pounds on a 125 is a gift.

We hammered the brand-new bike, got mega-air and had the unmitigated fun that you can only have on a brand-new bike (especially one that isn't yours). We were sorry to have to get off the AMP Research 125, but they had to take it back to Laguna Beach and begin packing it away for the flight to Europe.

BACK TO OUR STORY

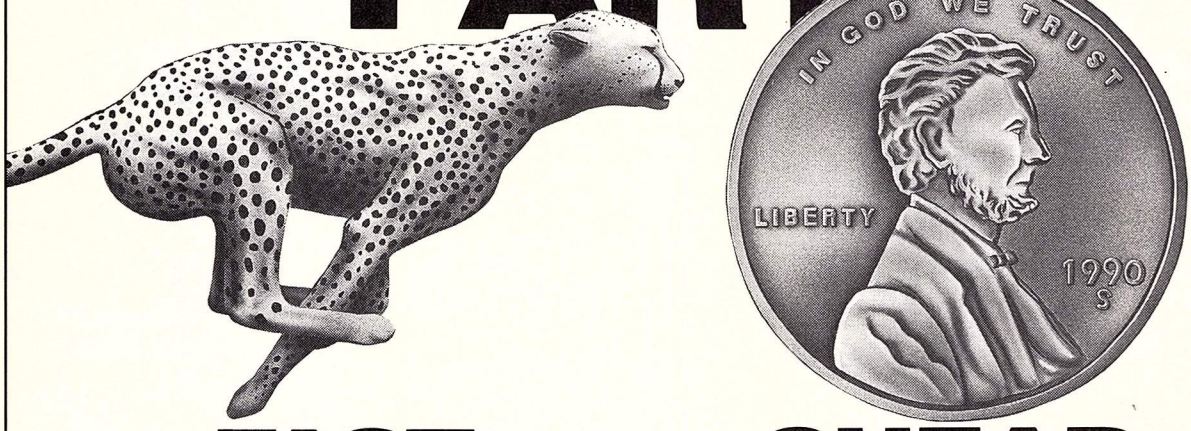
After comparing the features of the AMP 125 chassis to all the bikes on the market, we, as outsiders, felt pretty confident that KTM would be ecstatic about the potential of this design. It had easily met all the criteria set for it. It would, in fact, be a better chassis, suspension and ergonomic layout than anything that Yamaha, Suzuki, Honda or Kawasaki currently have (let alone KTM) —and it would cost less to make! The AMP design would use thousands of feet less of chromoly tubing for every production run. Welding time on each frame would be minimal, and as for production-line efficiency, it needs fewer parts, and that translates into the lowering of overall production costs for the manufacturer and a lower cost to maintain for the rider.

It handled better, was lighter, tricker, sleeker, better-looking and weighed ten pounds less. So why is it gathering dust in a cellar in Austria? Simple! KTM's new owners had commissioned AMP to build the prototype as a way of jolting their own in-house designers out of a perceived malaise, but KTM's in-house designers had a fail-safe option. In a classic Catch-22, one that would have made Yossarian proud, KTM management assigned their in-house designers to evaluate the AMP Research 125 prototype. If they liked it KTM would build it. They would also be putting their own jobs at risk. Kind of like having the fox guard the chicken coop, isn't it? You don't have to guess what KTM's designers thought of the AMP design, do you? The bike that might have been . . . won't be! □



Time bandit: In three months the AMP prototype went from a pile of tubing and blueprints into a working prototype for the bike of the future. It's obvious that by 1993 the unique parallax frame will be commonplace on production motocrossers.

PARTS



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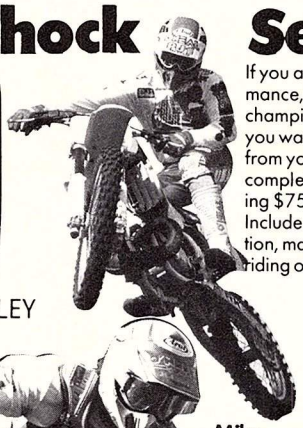

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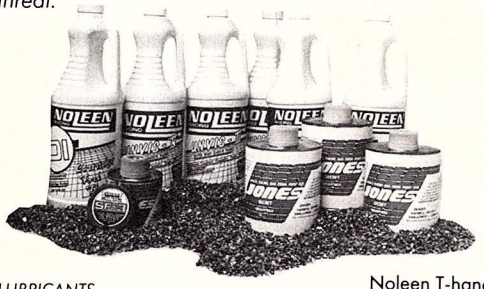

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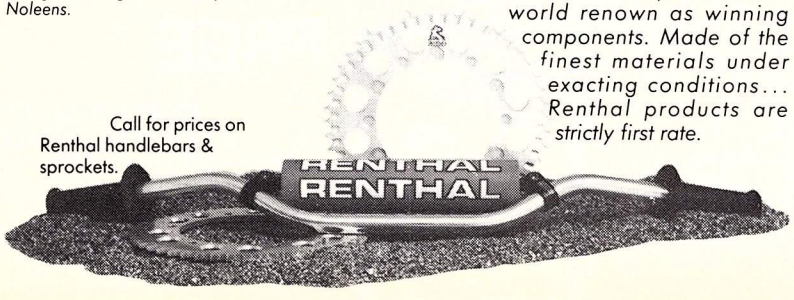

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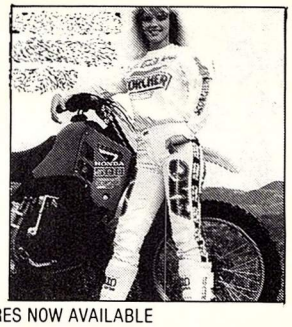

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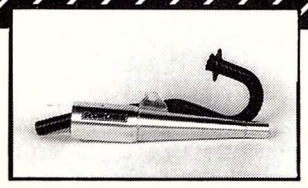

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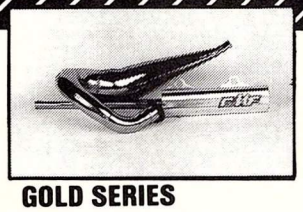

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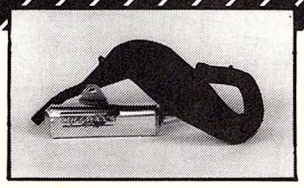

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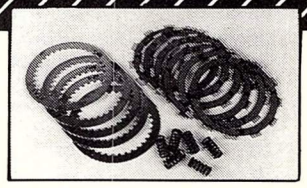

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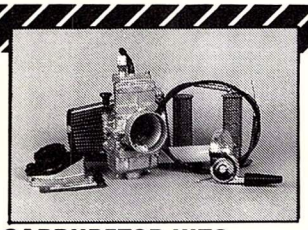

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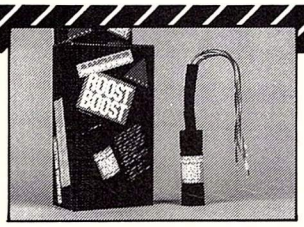

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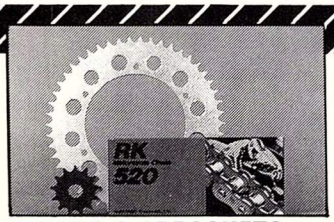

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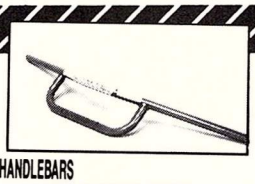

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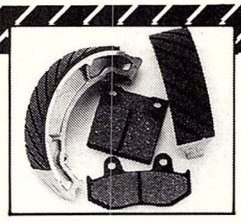

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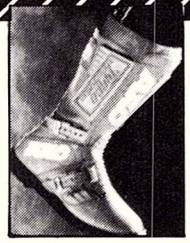

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READER SURVEY

WIN A FREE PAIR OF RENTHAL HANDLEBARS & SPROCKETS

☐ Here is your chance to tell the motocross world what you like about the sport. What kind of bike do you own? How long have you been interested in motorcycles? What type of terrain do you prefer? Do you race? If so, how often? What is your main source of motocross information? Don't hold back. We are just as interested in hearing about your own personal lives as you are about motocross.

As an added incentive, when you fill out the 1990 *Motocross Action* Readers Survey, you will be eligible to win a pair of Renthal handlebars and sprockets. That's over $125 worth of equipment, and all it takes is a little of your time. As long as we get your name and address by the deadline date (July 20, 1990) you have a chance to win!

Just take the completed questionnaire, place it in a stamped envelope, and mail to *MXA* Wrecking Crew Survey, P.O. Box 9501, Mission Hills, CA 91395-9501. Then sit back and wait for your Renthal products. After all, if somebody has to win, it might as well be you.

Mail before deadline: July 20, 1990.

READER PROFILE

1. SEX: Male ☐ Female ☐
2. AGE: Under 12 ☐ 13-18 ☐ 19-24 ☐ 25-29 ☐ 30-34☐ 35-39 ☐ 40-49 ☐ 50+ ☐
3. LIFESTYLE: Single ☐ Married ☐
4. RESIDENCE: Rent ☐ Own ☐ Live with parent(s) ☐
5. EDUCATION: Attending Jr. High School ☐ Attending High School ☐ Attending Trade/Business School ☐ Attending College ☐ Attending Masters/PhD Program ☐
6. IF YOU ARE STILL IN HIGH SCHOOL, WHAT DO YOU PLAN ON DOING AFTER GRADUATION? Attend College ☐ Attend Trade/Business School ☐ Seek full-time employment ☐ Join the military ☐ Undecided ☐
7. EMPLOYMENT: Part-time ☐ Full-time ☐ Unemployed ☐
8. TOTAL HOUSEHOLD INCOME (K=$1,000): Under 10K ☐ 11K-15K ☐ 16K-20K ☐ 21K-25K ☐ 26K-30K ☐ 31K-35K ☐ 36K-40K ☐ 41K-45K ☐ 46K-50K ☐ 51K-55K ☐ 56K-60K ☐ 61K-65K ☐ 66K-70K ☐ 71K-75K ☐ 76K-80K ☐ 81K-85K ☐ 86K-90K ☐ 91K-95K ☐ 96K-100K ☐ 100K+ ☐
9. DO YOU BUY *CYCLE NEWS*? Yes ☐ No ☐
10. HOW OFTEN DO YOU BUY IT? Every week☐ Every other week ☐ Once a month ☐ Less than once a month ☐
11. DO YOU BUY *DIRT RIDER*? Yes ☐ No ☐
12. HOW OFTEN DO YOU BUY IT? Subscribe ☐ Every month ☐ Every other month ☐ Less than six times a year ☐
13. WHAT IS YOUR MAIN SOURCE OF OFF-ROAD MOTORCYCLE INFORMATION? *Cycle News* ☐ *Dirt Bike* ☐ *Dirt Rider* ☐ *Motocross Action* ☐ *Motoworld* ☐ *Other* _____
14. WHICH MOTORCYCLE PUBLICATIONS DO YOU BUY REGULARLY (more than 7 times a year)? *American Motorcyclist* ☐ *CMC* ☐ *Cycle* ☐ *Cycle News* ☐ *Cycle World* ☐ *Dirt Bike* ☐ *Dirt Rider* ☐ *Motocross Action* ☐ *Other* _____
15. HOW DO YOU KEEP TRACK OF PROFESSIONAL RACING RESULTS? *Dirt Bike* ☐ *Motocross Action* ☐ *Cycle News* ☐ *Motoworld/TV show* ☐ Dealer or shop ☐ Friends ☐
16. HOW OFTEN DO YOU BUY *MXA*? Subscribe ☐ 9-12 times a year ☐ 5-8 times a year ☐ 4 or less ☐
17. HOW MANY PEOPLE BESIDES YOURSELF LOOK THROUGH YOUR COPY OF *MXA*? 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐ 6 ☐ 7 ☐ 8 ☐ 9+ ☐
18. HOW MANY TIMES DO YOU REFER TO YOUR BACK ISSUES PER MONTH? 0-5 times ☐ 6-10 times ☐ 11-15 times ☐ 16-20 times ☐ Over 20 times ☐

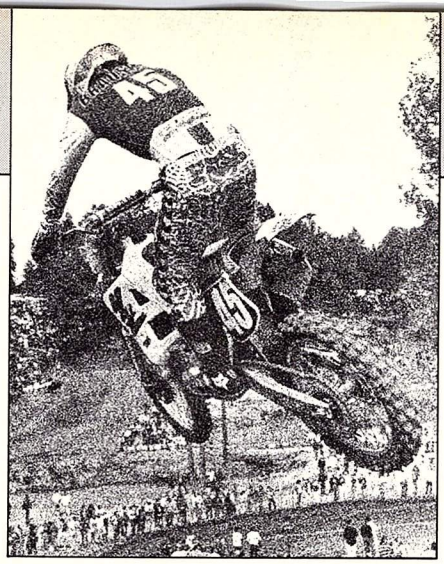
RACER PROFILE

1. DO YOU COMPETE IN SANCTIONED MOTORCYCLE RACES? Yes ☐ No ☐
2. IF YES, WHAT CLASS? 80cc ☐ 125cc ☐ 200cc ☐ 250cc ☐ Open ☐ Veteran (over 30) ☐
3. WHAT IS YOUR SKILL LEVEL OR RANK? Beginner ☐ Novice ☐ Intermediate ☐ Expert/Pro ☐
4. WHAT TYPE OF RACING DO YOU COMPETE IN? Motocross ☐ Enduro ☐ Hare Scrambles ☐ Trials ☐ Desert ☐ Ice & Snow ☐ Sand ☐ Other _____
5. ARE YOU A MEMBER OF THE AMA? Yes ☐ No ☐
6. WHAT TYPE OF TERRAIN DO YOU PLAY/RIDE ON? (check as many as apply) MX track ☐ Woods ☐ Trails ☐ Desert ☐ Ice & Snow ☐ Sand ☐ Other _____
7. HOW OFTEN DO YOU GO RIDING? More than twice a week ☐ Twice a week ☐ Once a week ☐ 2-3 times a month ☐ Once a month ☐ 5-6 times a year ☐

VEHICLE OWNERSHIP

1. WHAT VEHICLES DO YOU OWN OR ARE IN YOUR HOUSEHOLD? Dual-Purpose Motorcycle ☐ ATV ☐ Street Motorcycle ☐ Mountain Bike ☐ Ten-Speed Bike ☐ Personal Watercraft ☐ Pickup Truck ☐ Van ☐ RV/Motorhome ☐ Car ☐ Snowmobile ☐ Boat ☐ Motorcycle Trailer ☐ Jr. or Pee-Wee Motorcycle ☐ BMX Bicycle ☐ Other _____
2. DO YOU OWN A MOTORCYCLE? Yes ☐ No ☐ *Size(s) Owned:* 50cc ☐ 60cc ☐ 80cc ☐ 100cc ☐ 125cc ☐ 180cc ☐ 200cc ☐ 250cc ☐ 300cc ☐ 350cc ☐ 500cc ☐ *Year(s) Owned:* '90 ☐ '89 ☐ '88 ☐ '87 ☐ '86-'75 ☐ '74 or earlier (vintage) ☐ *Brand(s) Owned:* Kawasaki KX ☐ Kawasaki KDX ☐ Kawasaki KL ☐ Other Kawasaki ☐ Honda CR ☐ Honda XR ☐ Honda NX ☐ Other Honda ☐ Yamaha YZ ☐ Yamaha YZWR ☐ Yamaha XT/DT/RT ☐ Other Yamaha ☐ Suzuki RM ☐ Suzuki DR ☐ Suzuki RMX ☐ Other Suzuki ☐ KTM MX ☐ KTM XC ☐ KTM DXC ☐ ATK ☐ Cagiva/Husky ☐ Other _____

READER SURVEY



3. WHERE DID YOU BUY YOUR NEWEST MOTORCYCLE?
Brand-new from dealership ☐ Used from dealership ☐
Used from private party ☐ Other_____

4. WHAT MONTH DID YOU GET YOUR MOTORCYCLE?
_____

5. DO YOU PLAN TO BUY A MOTORCYCLE IN THE NEXT 12 MONTHS? Yes, brand-new at dealership ☐
Yes, used ☐ Undecided ☐ No ☐

6. IF YES, WHAT DO YOU PLAN TO BUY?
Brands(s): Kawasaki KX ☐ Kawasaki KDX ☐ Kawasaki KL ☐ Other Kawasaki ☐ Honda CR ☐ Honda XR ☐ Honda NX ☐ Other Honda ☐ Yamaha YZ ☐ Yamaha YZWR ☐ Yamaha XT/DT/RT ☐ Other Yamaha ☐ Suzuki RM ☐ Suzuki DR ☐ Suzuki RMX ☐ Other Suzuki ☐ KTM MX ☐ KTM XC ☐ KTM DXC ☐ ATK ☐ Cagiva/Husky ☐ Undecided ☐
Other _____

7. SIZE PLAN TO BUY?
60cc ☐ 80cc ☐ 100cc ☐ 125cc ☐ 180cc ☐
200cc ☐ 250cc ☐ 300cc ☐ 350cc ☐ 500cc ☐

8. YEAR PLAN TO BUY?
'91 ☐ '90 ☐ '89 ☐ '88 ☐ '87 ☐ '86-75 ☐
'74 or earlier (vintage) ☐

9. HOW DO YOU USUALLY TRANSPORT YOUR MOTORCYCLE TO YOUR RIDING AREA?
Pickup Truck ☐ On Trailer ☐ In Van ☐ Friend ☐

10. WHAT BRAND OF PICKUP TRUCK DO YOU OR YOUR FAMILY OWN? Ford ☐ Chevrolet ☐ Toyota ☐ Nissan/Datsun ☐ Jeep ☐ Dodge/Plymouth ☐ GMC ☐ Mazda ☐ Isuzu ☐ Other_____
_____

11. WHAT TYPE? Full-size ☐ Midsize ☐ Compact ☐

12. DOES IT HAVE FOUR-WHEEL DRIVE? Yes ☐ No ☐

13. WHAT YEAR IS IT? 1990 ☐ 1989 ☐ 1988 ☐ 1987 ☐ 1986 ☐ 1985 ☐ 1984 ☐ 1983 or earlier ☐

14. DO YOU PLAN TO BUY A BRAND-NEW PICKUP IN THE NEXT 12 MONTHS? Yes ☐ No ☐ Undecided ☐

15. DO YOU OR YOUR FAMILY PLAN TO BUY A JET-SKI TYPE OF WATERCRAFT IN THE NEXT 12 MONTHS?
Yes ☐ No ☐

16. DO YOU OR YOUR FAMILY PLAN TO BUY A PEE-WEE OR JR. CYCLE IN THE NEXT 12 MONTHS?
Yes ☐ No ☐

GENERAL LIFESTYLE

1. WHAT SPORTS/ACTIVITIES DO YOU REGULARLY PARTICIPATE IN? Motorcycling ☐ ATV Riding ☐ Bicycling ☐ Personal Watercraft ☐ Boating ☐ Snow Skiing ☐ Surfing ☐ Off-Road Trucking ☐ Jogging ☐ Weight Training ☐ School Sports ☐ Snowmobiling ☐ Fishing ☐ Hunting ☐ Skateboarding ☐ BMX/Freestyling ☐ Tennis ☐ Other_____
_____

2. WHAT HOME ELECTRONICS DO YOU HAVE IN YOUR HOUSEHOLD? VCR ☐ Personal Computer ☐ Video Camera ☐ CD Player ☐ Home Video Game Sys. ☐ Personal Stereo ☐ Home Stereo ☐ Boom Box ☐
Other _____

3. HOW MANY TAPES/ALBUMS/RECORDS/CDs DO YOU PURCHASE PER MONTH (on an average)? 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5+ ☐

4. DO YOU BUY PRE-RECORDED VIDEOTAPES?
Yes ☐ No ☐

5. HOW MANY PAIRS OF RUNNING/SPORT SHOES DO YOU BUY IN A YEAR? 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5+ ☐ None ☐

6. WHAT BRAND OF RUNNING/SPORT SHOE DO YOU OWN? Airwalk ☐ Asics ☐ Converse ☐ New Balance ☐ Nike ☐ Puma ☐ Reebok ☐ Vans ☐ Vision ☐ None ☐ Other _____

AFTERMARKET AND RIDING APPAREL

1. WHAT IS YOUR MAIN SOURCE OF INFORMATION FOR PURCHASING AFTERMARKET/PERFORMANCE ACCESSORIES? Ads in *MXA* ☐ Editorial in *MXA* Catalogs ☐ Other Magazines ☐ Friends ☐ At the Races ☐ Dealership Displays ☐
Other _____

2. WHERE DO YOU FIND OUT ABOUT THE LATEST RIDING GEAR/APPAREL? Ads in *MXA* ☐
Editorial in *MXA* ☐ Catalogs ☐ Other Magazines ☐ Friends ☐ At the Races ☐ Dealership Displays ☐ Other ☐ _____

3. WHAT BRAND OF EXHAUST PIPE IS ON YOUR BIKE?
Stock ☐ DG ☐ DMC ☐ Dyno Port ☐ FMF ☐ Klemm ☐ Krause ☐ Noleen ☐ ProCircuit ☐ PSI ☐ SuperTrapp ☐ TUF ☐ Other_____

4. WHAT BRAND OF SILENCER IS ON YOUR BIKE?
Stock ☐ Answer ☐ Cobra ☐ DG ☐ DMC ☐ FMF ☐ Pro Circuit ☐ Richter ☐ SuperTrapp ☐
Other _____

5. DO YOU USE A U.S. FORESTRY SERVICE-APPROVED SPARK ARRESTER? Yes ☐ No ☐

6. IF YES, WHAT BRAND? Stock ☐ Hush Puppy ☐ Legalizer ☐ Sneaker ☐ Sparky ☐
Other _____

7. WHAT BRAND OF HANDLEBARS ARE ON YOUR BIKE?
Stock ☐ Answer ☐ Arrow ☐ DG ☐ O'Neal ☐ Renthal ☐ Other _____

8. WHAT BRAND OF SPROCKET IS ON YOUR BIKE?
Stock ☐ AFAM ☐ Circle ☐ CT Alloy ☐ P.B.I. ☐ Renthal ☐ SideWinder ☐ Sprocket Specialists ☐ Sunstar ☐ Other_____

9. WHAT BRAND OF AFTERMARKET CHAIN DO YOU USE?
Diamond ☐ D.I.D. ☐ EK ☐ Krause/SideWinder ☐ Regina ☐ RK ☐ Tsubaki ☐ Other _____

10. WHAT BRAND OF GRIPS DO YOU USE?
Stock ☐ Answer ☐ JT ☐ MS Racing ☐ O'Neal ☐ Oury ☐ Scott ☐ Sunline/DeGrip ☐ Other _____
_____

11. WHAT BRAND OF AIR FILTER DO YOU USE?
Stock ☐ Answer ☐ K&N ☐ Twin-Air ☐ Uni-Filter ☐
Other _____

12. DO YOU CHANGE TIRES FOR DIFFERENT TRACKS OR TERRAIN? Yes ☐ No ☐

13. DO YOU CHANGE SPROCKETS FOR DIFFERENT TRACKS OR TERRAIN? Yes ☐ No ☐

14. HAVE YOU HAD YOUR FRONT OR REAR SUSPENSION MODIFIED? Yes ☐ No ☐

15. ARE YOU SATISFIED WITH YOUR BIKE'S SUSPENSION? Yes ☐ No ☐

16. HAVE YOU HAD YOUR ENGINE PORTED?
Yes ☐ No ☐

17. WHAT BRAND OF REPLACEMENT FRONT TIRES DO YOU USE MOST OFTEN?
Bridgestone ☐ Cheng Shin ☐ Dunlop ☐ Grand Sport ☐ IRC ☐ Kenda ☐ Metzeler ☐ Pirelli ☐ Trelleborg ☐ Yokohama ☐ Other_____

18. WHAT BRAND OF REPLACEMENT REAR TIRES DO YOU USE MOST OFTEN?
Bridgestone ☐ Cheng Shin ☐ Dunlop ☐ Grand Sport ☐ IRC ☐ Kenda ☐ Metzeler ☐ Pirelli ☐ Trelleborg ☐ Yokohama ☐ Other_____
_____

19. HOW MANY TIRES DO YOU BUY EACH YEAR?
1-3 ☐ 4-6 ☐ 7-10 ☐ 11+ ☐

20. WHERE DO YOU BUY THE MAJORITY OF YOUR AFTERMARKET ACCESSORIES?
Mail order/direct to home ☐ Motorcycle dealership ☐ Aftermarket accessory shop ☐ Race track vendor ☐ Used from friends ☐

21. WHERE DO YOU BUY THE MAJORITY OF YOUR RIDING APPAREL?
Mail order/direct to home ☐ Motorcycle dealership ☐ Aftermarket accessory shop ☐ Race track vendor ☐ Used from friends ☐

22. WHAT BRAND OF 2-STROKE OIL DO YOU USE?
Bel-Ray ☐ CCI ☐ Castrol ☐ Duralube ☐ Hondaline ☐ Ipone ☐ Kawasaki ☐ Maxima ☐ Motul ☐ PJ1 ☐ Silkolene ☐ Spectro ☐ Yamalube ☐ Other_____

23. WHAT BRAND OF GEAR-BOX OIL DO YOU USE?
Bel-Ray ☐ Castrol ☐ Hondaline ☐ Ipone ☐ Maxima ☐ Motul ☐ Pennzoil ☐ PJ1 ☐ Silkolene ☐ Spectro ☐ Yamalube ☐
Other _____

24. WHAT BRAND OF CHAIN LUBE DO YOU USE?
Bel-Ray ☐ Hondaline ☐ Ipone ☐ Kal-Gard ☐ Maxima ☐ Motul ☐ PJ1 ☐ Silkolene ☐ Spectro ☐ WD-40 ☐ Other _____

25. WHAT BRAND OF SUSPENSION FLUID DO YOU USE?
Bel-Ray ☐ Hondaline ☐ Ipone ☐ Maxima ☐ PJ1 ☐ Showa ☐ Silkolene ☐ Spectro ☐ Yamalube ☐ Other_____

26. WHAT BRAND OF BRAKE FLUID DO YOU USE?
Bel-Ray ☐ Motul ☐ Silkolene ☐ Regular automotive type ☐ Other _____

27. WHAT BRAND OF HELMET DO YOU WEAR?
Answer ☐ Arai ☐ Bell/Moto 5 ☐ Bell/Moto 4 ☐ Bieffe ☐ Crown ☐ Griffin ☐ HJC ☐ JT ☐ Lazer ☐ Maxon ☐ Monarch ☐ Nolan ☐ Shoei ☐ Simpson ☐ Taurus ☐ Vetter ☐ None ☐
Other _____

28. WHAT BRAND OF SHOULDER PADS DO YOU WEAR?
Acerbis ☐ Answer ☐ AXO ☐ FOX ☐ Hallman/THOR ☐ HRP ☐ JT ☐ O'Neal ☐ T-Pro ☐ Yoko ☐ None ☐ Other _____

29. WHAT BRAND OF JERSEY DO YOU WEAR?
Answer ☐ AXO ☐ Clover ☐ FOX ☐ Gear ☐ Hi-Point ☐ Hondaline/TX-10 ☐ JT ☐ Kawasaki ☐ MS Racing ☐ O'Neal ☐ Sinisalo ☐ THOR/Hallman ☐ TUF ☐ Yoko ☐ None ☐
Other _____

30. HOW MANY JERSEYS DO YOU USE EACH SEASON?
1-3 ☐ 4-6 ☐ 7-10 ☐ 11+ ☐

31. WHAT BRAND OF RIDING BELT DO YOU WEAR?
Answer ☐ AXO ☐ FOX ☐ Goldbelt ☐ Hondaline/TX-10 ☐ JT ☐ O'Neal ☐ Sinisalo ☐ THOR/Hallman ☐ None ☐ Other_____

32. WHAT BRAND OF RIDING PANTS DO YOU WEAR?
Answer ☐ Apico ☐ AXO ☐ Clover ☐ FOX ☐ Gear ☐ Hi-Point ☐ Hondaline TX-10 ☐ JT ☐ O'Neal ☐ Kawasaki Access ☐ M. Robert ☐ MS Racing ☐ Sinisalo ☐ THOR/Hallman ☐ TUF ☐ USA Racing ☐ Yamaha YZR ☐ Yoko ☐ None ☐
Other _____

33. HOW MANY PAIRS OF RIDING PANTS DO YOU OWN?
1 ☐ 2 ☐ 3 ☐ 4 ☐ 5+ ☐

34. WHAT BRAND OF BOOTS DO YOU WEAR?
Alpinestars ☐ AXO ☐ FOX ☐ Gaerne ☐ Hi-Point ☐ Hondaline/TX-10 ☐ JT ☐ Mr. Motorcycle ☐ MS Racing ☐ O'Neal ☐ Sidi/THOR ☐ TUF ☐ USA Sport ☐ None ☐ Other_____

35. WHAT BRAND OF GOGGLES DO YOU WEAR?
Jones ☐ JT ☐ Oakley ☐ Scott ☐ Smith ☐ TN/Vents ☐ Other _____

36. DO YOU WEAR PRESCRIPTIVE EYEWEAR WHEN YOU RACE? Yes ☐ No ☐

37. IF YES: Contacts ☐ Glasses ☐

38. WHAT BRAND OF ENDURO JACKET DO YOU WEAR?
Answer ☐ Army jacket ☐ FOX ☐ JT ☐ MS Racing ☐ O'Neal ☐ Sinisalo ☐ THOR ☐ Yoko ☐ None ☐ Other_____

39. WHAT BRAND OF GLOVES DO YOU WEAR?
Answer ☐ Apico ☐ AXO ☐ Clover ☐ FOX ☐ Hondaline TX-10 ☐ JT ☐ MS Racing ☐ O'Neal ☐ Sinisalo ☐ Yoko ☐ THOR ☐ None ☐
Other _____

40. HOW MUCH DO YOU SPEND ON RIDING GEAR DURING THE YEAR?
$0-$100 ☐ $101-$200 ☐ $201-$300 ☐ $301-$400 ☐ $401-$500 ☐ $501-$600 ☐ $601-$700 ☐ $701+ ☐

41. HOW MUCH DO YOU SPEND ON PARTS & ACCESSORIES A MONTH? $0-$50 ☐ $51-$100 ☐ $101-$150 ☐ $151-$200 ☐ $200+ ☐

Name _____

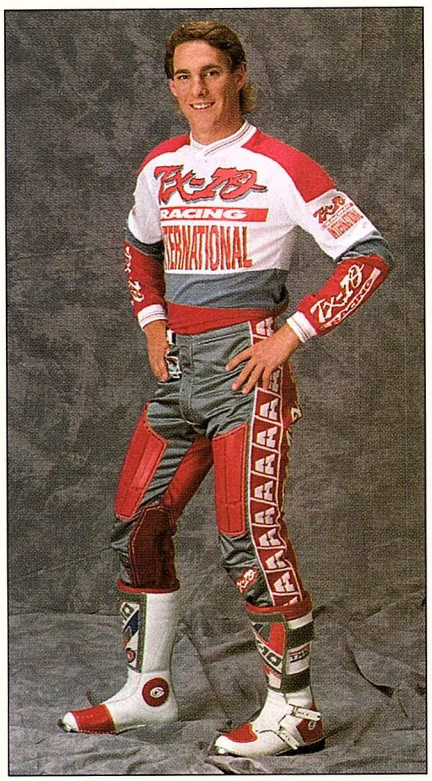
Address _____

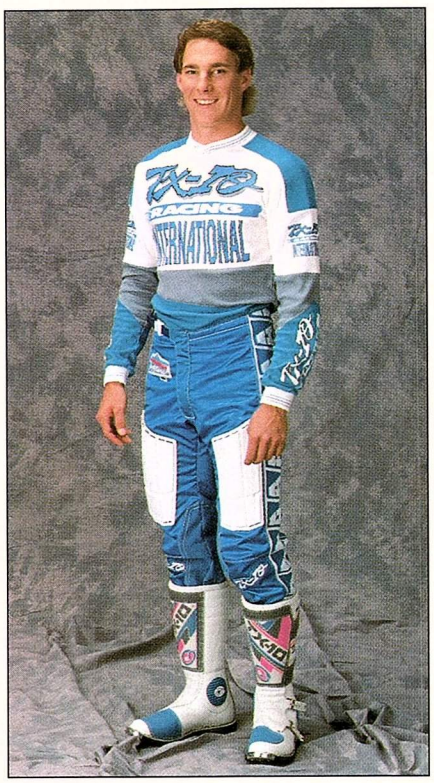
City/State/ZIP _____

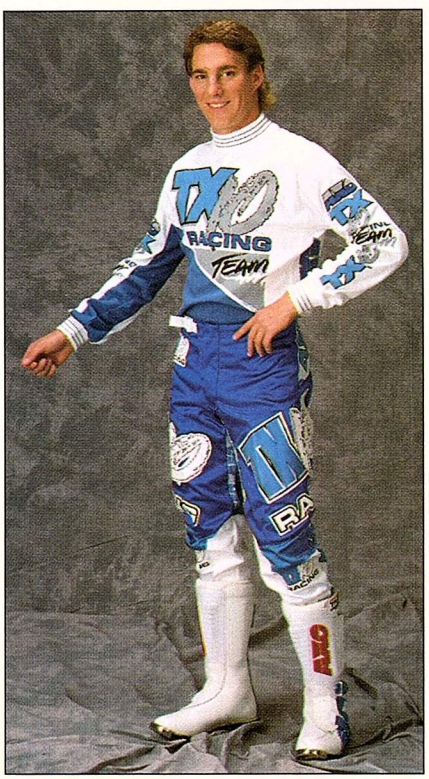
Phone _____

Mail to: *MXA* Readership Survey
P.O. Box 9501
Mission Hills, CA 91395-9501.

HERE'S A SIDE OF US THE COMPETITION RARELY SEES. THE FRONT.







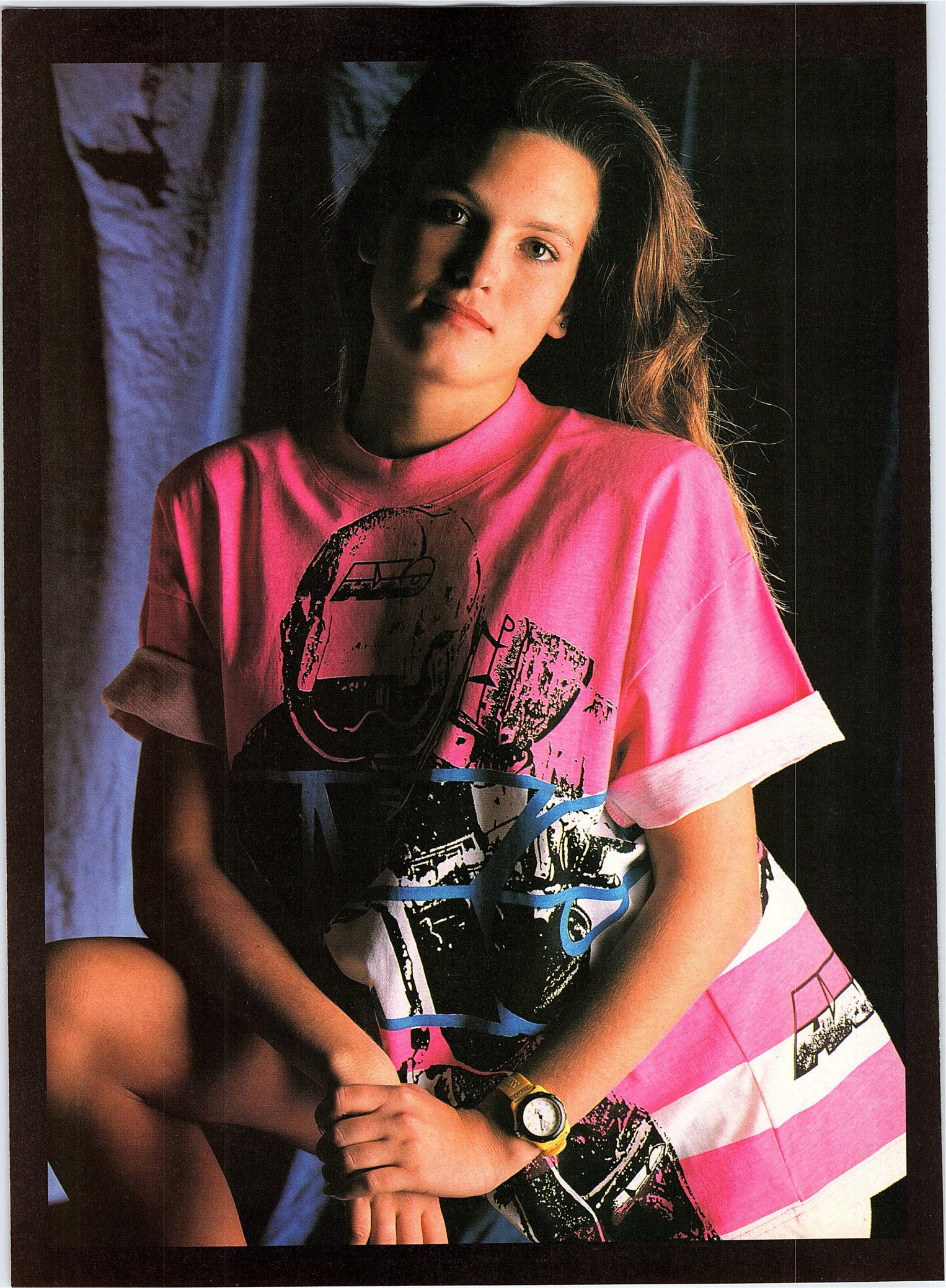
What is the official apparel of Supercross? What apparel do champions like Jeff Stanton and Mike Kiedrowski wear? What apparel has Hondaline worked on together with AXO and Answer to develop? TX-10 is available exclusively at your Honda dealer.

TX-10

HONDALINE®

Remember, be a responsible rider, put it on before you get it on!

TX-10 and Hondaline are registered trademarks of American Honda Motor Co. Inc.



CATALOG OF CATALOGUES

WHAT'S NEW IN THE MOTOCROSS ZOO

A close look at the latest new products for 1990

☐ Motocross is booming! If you have any doubts, just look at the proliferation of new products, wild fashions, trick items and hop-up accessories. The strength of any sport can be measured by the dedication of its participants and the technical support they receive from the industry. Motocross is blessed with aftermarket suppliers who are as fanatical as the riders who use their products.

As the summer racing season closes in, the *MXA* wrecking crew gathered up the latest, hottest, wildest and coolest products for a close look at what's new for 1990.

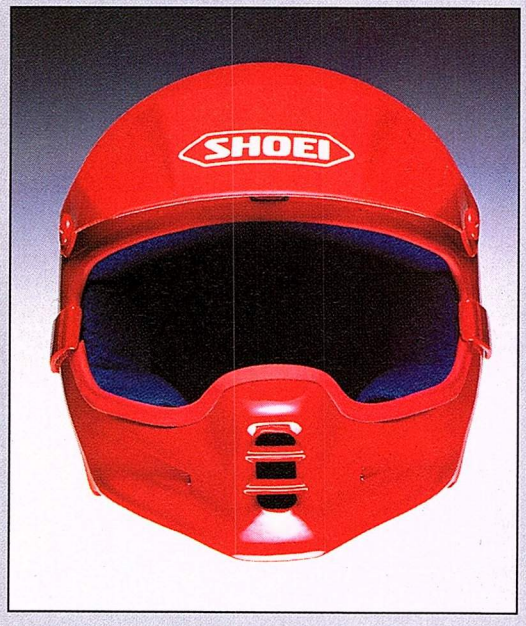
NOGGIN PODS
HOT NEW HELMETS

Griffin GX707: The Griffin is a polycarbonate injection-molded helmet that comes in seven different color combinations.

Simpson Horizon: Armed with a goggle strap groove, color-matched graphics and Troy Lee-designed visor, this fiberglass helmet is Snell-approved.

AXO Moto-5: Built exclusively for AXO by Bell, the AXO Moto-5 features custom colors in white/red or white/blue. Retail price is $290.95.

◄ Shoei VX-5: A newly redesigned mouthguard provides increased ventilation on this well-made Snell-approved fiberglass helmet.



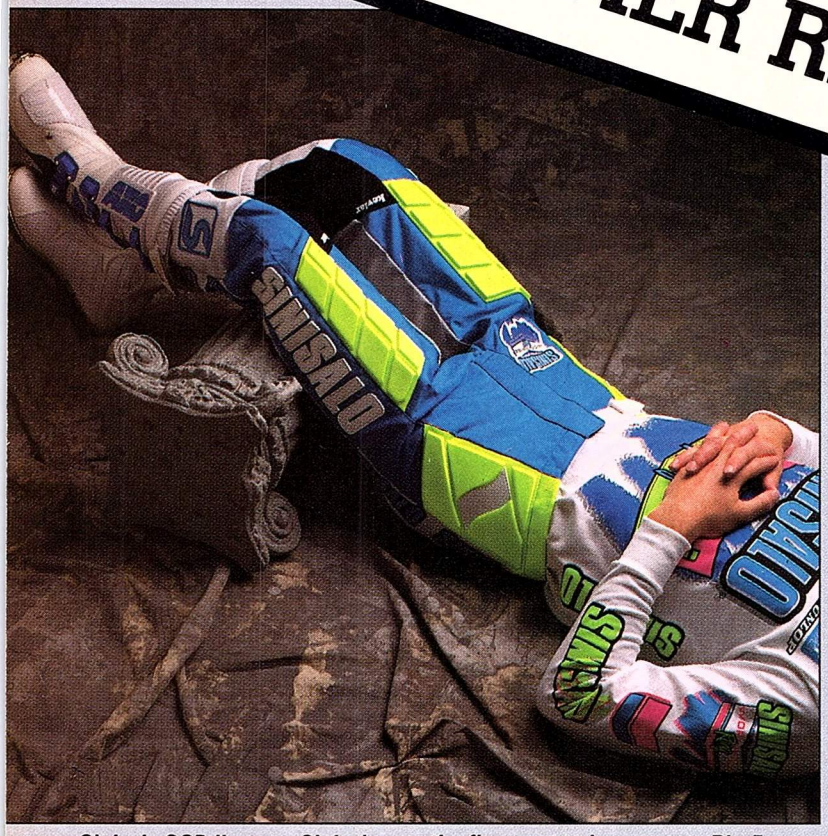
◄ Shoei VT-J: Designed to fit smaller riders, the VT-J features fiberglass shell construction and Zytel composite lower cover and nose guard.

CTS C6: The CTS helmet also comes in an open-face model (with removable face guard). Retailing for $154, the C6 meets Snell standards.

Answer Tek 4: Based on the Bell Moto-4 with Troy Lee graphics and visor, the Tek-4 is Snell-approved. Retail price is $234.95. ►

RIDING APPAREL
GEAR UP FOR SUMMER RIDING

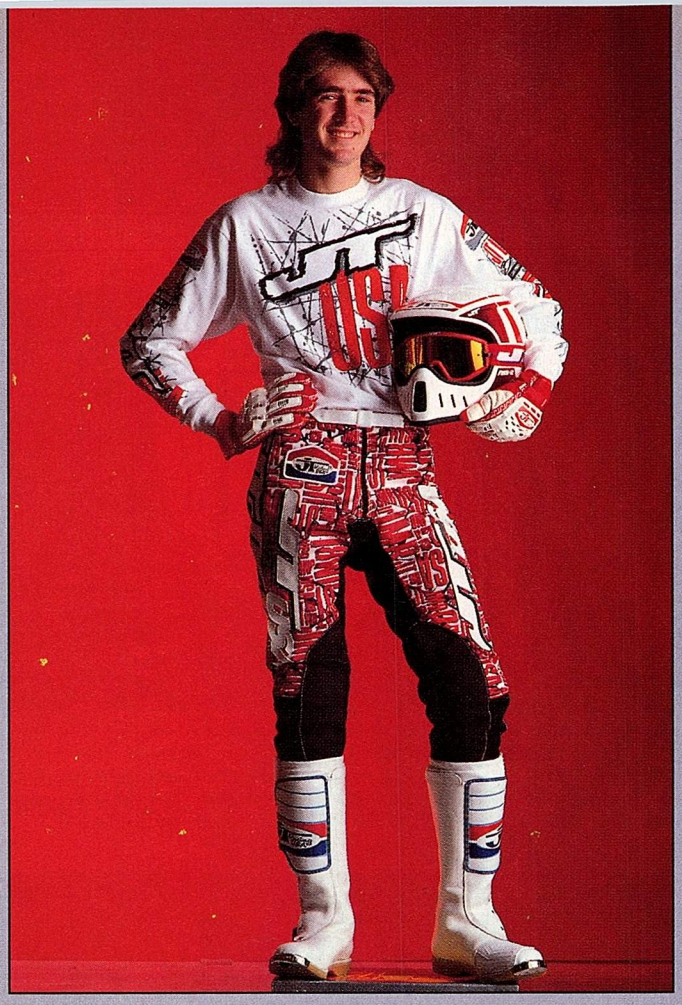
Answer Gatorbak gear: Johnny O'Mara caused a storm when he showed up at the first races of the year with his new fluorescent Answer Gatorbak gear. More than just fashion, the Gatorbaks give you the same fit and feel as Answer's innovative Pro-Form pants and jerseys. Pants are $159.95 and jersey is $59.95.

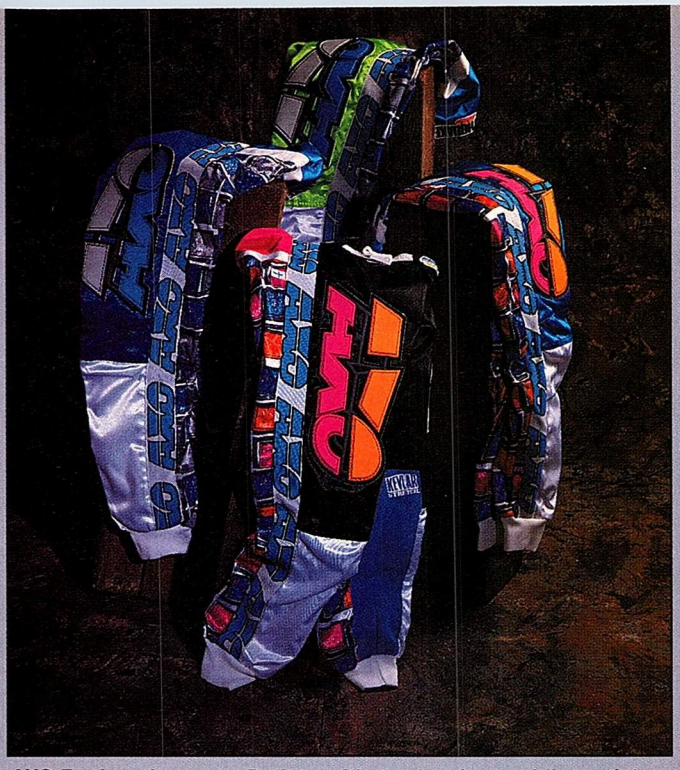


Sinisalo SCD II pants: Sinisalo was the first pant to incorporate Bio-Foam padding on the hips, waist and thighs, and for 1990 they have added a wide two-color spandex, Kevlar knees, injection-molded lettering and wild new styles. The retail price is $159.95.

Thor Shapes jerseys: Thor's radical new Shapes jersey features a chest panel that extends down the arm to create a non-restrictive seamless shoulder for more comfort. Made out of 50/50 poly/cotton with Lycra action panels and foam elbow/shoulder pads, the Thor jersey is worn by Jeff Emig, Ron Tichenor and Larry Brooks.

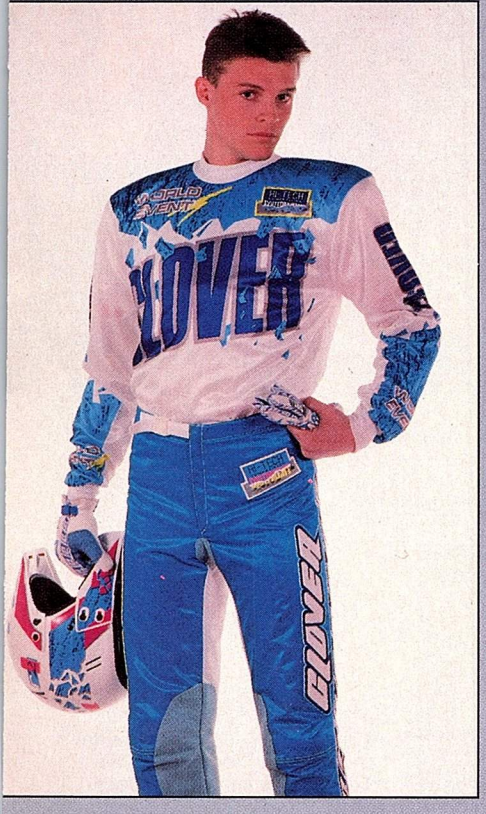
Yoko Evolution pants: Built in Finland with unique features that include external hip pads, free-movement spandex and Yoko's patented knee and shin guards. Made of durable Tactel 490, Yoko's Evolution pants retail for $159.95.





AXO Earthquake pants: Built to withstand major rumblings of the earth, AXO's Earthquake pants with new wide elastic, Kevlar knee and wall-crunching graphics register a 9.1 on the Richter scale. Retail price is $159.

◄ JT Racing JMB line: Want to look like a Frenchman? JT gives you a chance to look like a fast Frenchman with the new Jean-Michel Bayle signature line. The outfit consists of classic pants, Pro-Tour or supercross jersey and color-coordinated kidney belt, goggles and boots.



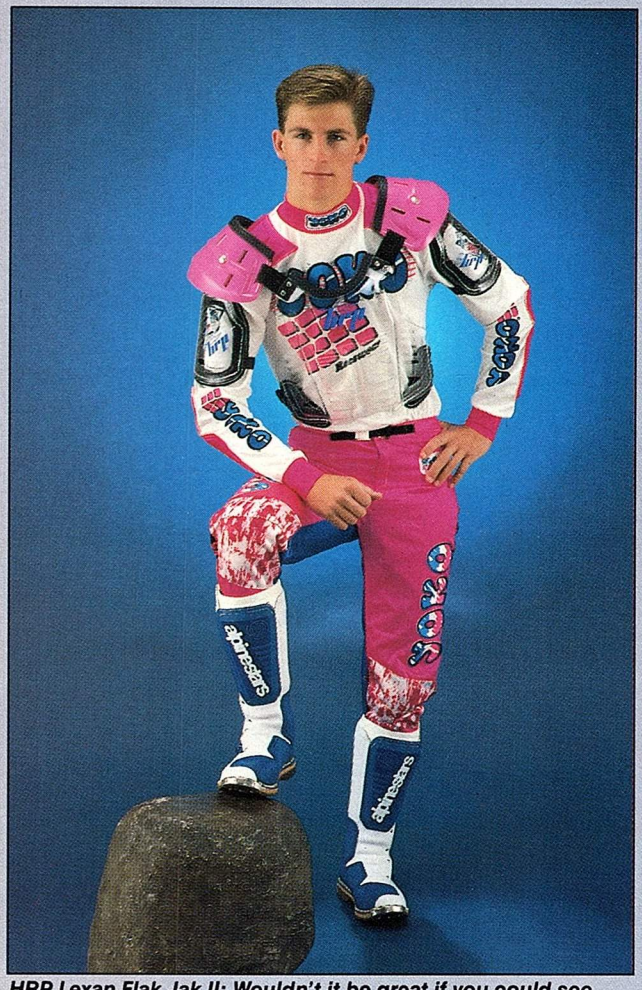
Clover Trophy pants: Clover made an impact on the Grand Prix circuit with their wildly colored and patterned riding apparel. Now Clover is available in America from Ga'Lia Racing, 57731 Sink Rd., Dowagiac, MI 49047; (619) 782-3805.

Hi-Point Series III: What is the new Hi-Point Series III? It's a step up in quality, graphics and material from Hi-Point's Series II. Synthetic leather knees, Tactel nylon fabric and ankle cuffs are just a few of the features of these $129.95 pants.

Malcolm Smith MSR: Malcolm Smith Racing (MSR) uses Armornyl fabric that consists of a blend of denier and nylon. Graphics are the new MSR logos that really grab the spectator's attention. The retail price for MSR is $139.95.

ARMOR PLATING
SHOULDER PADS

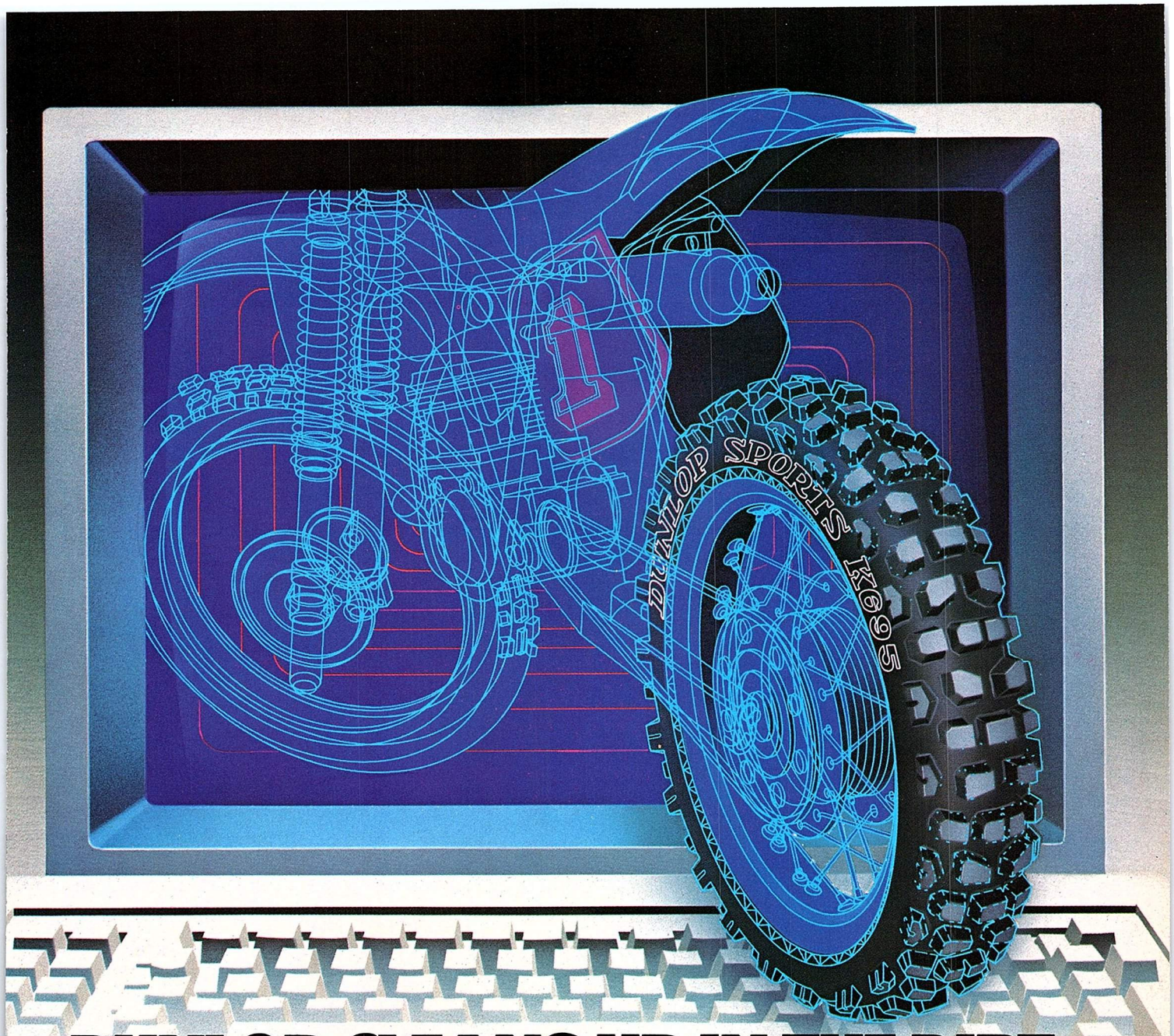
AXO Pentagon: The completely interchangeable and rebuildable Pentagon can be modified to any one of five different designs. Use your imagination to try and figure out what they are, but we'll give you a hint: The first one is front/back and arm protection. Available in every conceivable combination, the AXO Pentagon retails for $129.



HRP Lexan Flak Jak II: Wouldn't it be great if you could see your jersey through your chest protector? That way all that cash you spent on that fancy color garment wouldn't be wasted. HRP is introducing the first clear (see-through) shoulder pad with all the features of the traditional HRP shoulder pad. Retail price is $139.95.

Thor Shock Protector: Floating shoulder areas use a comfortable mesh suspension system for maximum protection and comfort. The chest panel conforms to the shape of your body while enhancing cooling. Upper arm guards and rear kidney panels provide increased coverage without sacrificing mobility.

◄ Answer AC-III: The versatile Answer shoulder pad is available in the full front and back model, front only or front and shoulders. A wide neck allows for easy entry and it comes in all team colors including hot new fluorescents. Retail price is $119.95 (full) and $89.95 (front/shoulder).



DUNLOP CLEANS UP IN THE DIRT.

For the past six years, Dunlop tires have swept *every* AMA National Pro Motocross Championship in America.

No wonder Dunlop is the most popular premium dirt tire in the country. After all, why should anyone settle for less than the tires used by riders like Rick Johnson, Mike Kiedrowski, Jeff Stanton, Jeff Ward, Damon Bradshaw and George Holland, in top-level competition?

The New Dunlop D752ST – Dunlop's innovative designers have unleashed the D752ST, **for soft tracks with a hard base;** and it's a proven winner. In 1989, the D752ST ran on the winning bikes in the nation's top races... including the Daytona Supercross and the Unadilla GP, where it took *both* the 125cc and 250cc classes.

Now, the D752ST is available for your bike, in 18″ and 19″ rear sizes, as well as the popular 21″ front.

Its soft-terrain tread pattern and widely spaced, paddle-type knobs give maximum drive power coming out of corners in loose soil. And its advanced tread compound gives great grip coming off concrete start pads.

The Right Knobs for any Track – It doesn't take a pro to appreciate winning performance. From the **all-terrain versatility** of the K695IT to the **"Endurability"** of the K695 Desert A/T, Dunlop brings race-bred performance to any track.

D752 • K695 • K595 • K990 • K490 • K139

Hard Terrain: the K595HT – proven in GP racing and engineered for durability in severe conditions. Available in 18″, 19″ and mini sizes.

Soft Terrain: The K990ST's tall knobs offer excellent performance to power through heavy mud. Available in a wide variety of front and rear sizes.

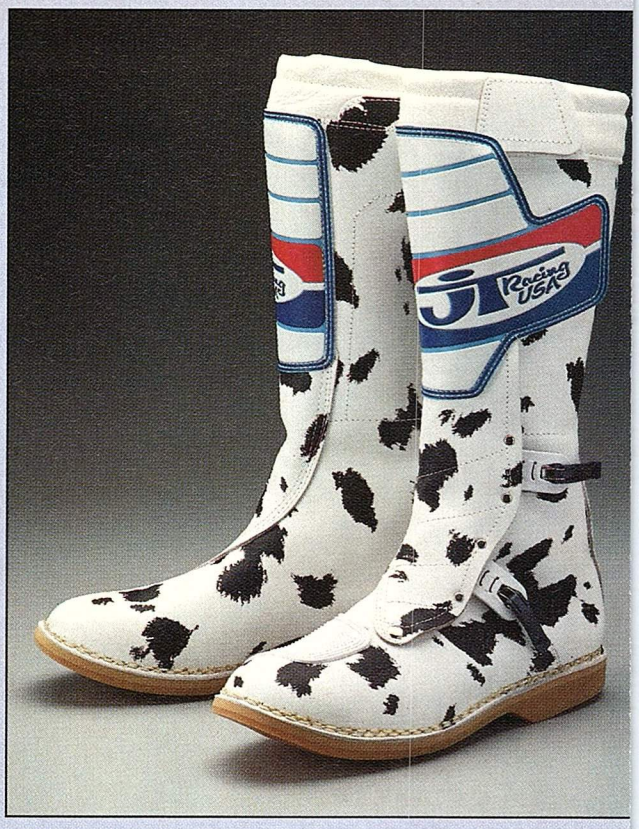
Combine with either the K490 or K139 fronts, and you've got the right knobs to conquer any track or trail.

Whatever terrain you ride on, get a set of Dunlop dirt tires... and do some cleaning up of your own. There's a full line of Dunlop tires waiting for you at your local Dunlop motorcycle tire dealer. Stop in and see him today!

Dunlop supports rider education.

DUNLOP
Stick With Us

FOOTWEAR OF THE STARS
MOTOCROSS BOOTS



JT Dalmation boot: How much is that doggie in the window? Well, if he has full-grain leather, plastic molded ankle and calf protection, first-rate buckles and cinching system, toe-plate, steel shank reinforced leather sole and Dalmation spots, he should go for $219.

AXO Turbo RC boots: Made of top-grain Italian leather, the RC boot uses ratchet-and-lever lock buckles to protect your feet. The liner is molded out of Bio-Foam and the list price is $195.

Alpinestar's Tech-4: The Tech-4s have replaceable cam-action buckles, internal plastic protection at four places, external plastic guards on the calf, ankle and inner foot. Alpinestars ($215) are available in white, blue, white/blue and white/red.

USA leather boots: Retailing for an inexpensive $109.99, the USA leather boot offers affordable protection for the novice off-road rider. Steel toe, plastic shifter protection and shin guard are features that come on the white, black, blue or red boots.

▲ *Hi-Point Pro GP: The tempered stainless steel shin plate is the most recognizable feature of the Pro GP, but knowledgeable buyers will want the top-grain leather, water-barrier lining and leather gater at the top. Retail price is $219.95.*

Thor Sidi Tracker boots: The revolutionary adjustable Tracker buckle system ensures a secure fit in the crucial ankle area, while offering simple one-handed operation. The Tracker has Sidi's raised-point protection system and Italian craftsmanship. ►

▲ *HI-Point Pro boot: With a quick-lace inner and Velcro upper, the Hi-Point Pro boot uses two cam-action buckles at the ankle to secure fit. Available in white or blue, the Hi-Point Pro boot retails for $209.95.*

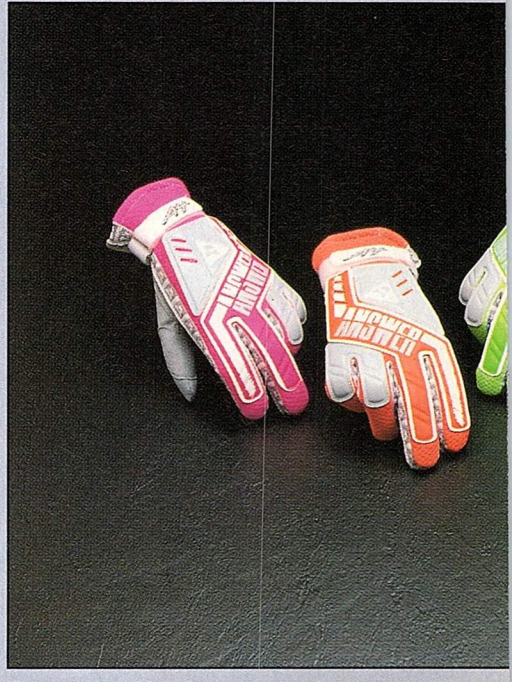
◄ *TUF, AXO boots: If you're looking for something different—wilder colors for hipper combinations or cooler boots and models—TUF Racing offers AXO Turbo boots in the widest variety of unique colors.*

THE HAND JIVE
MOTOCROSS GLOVES FOR 1990

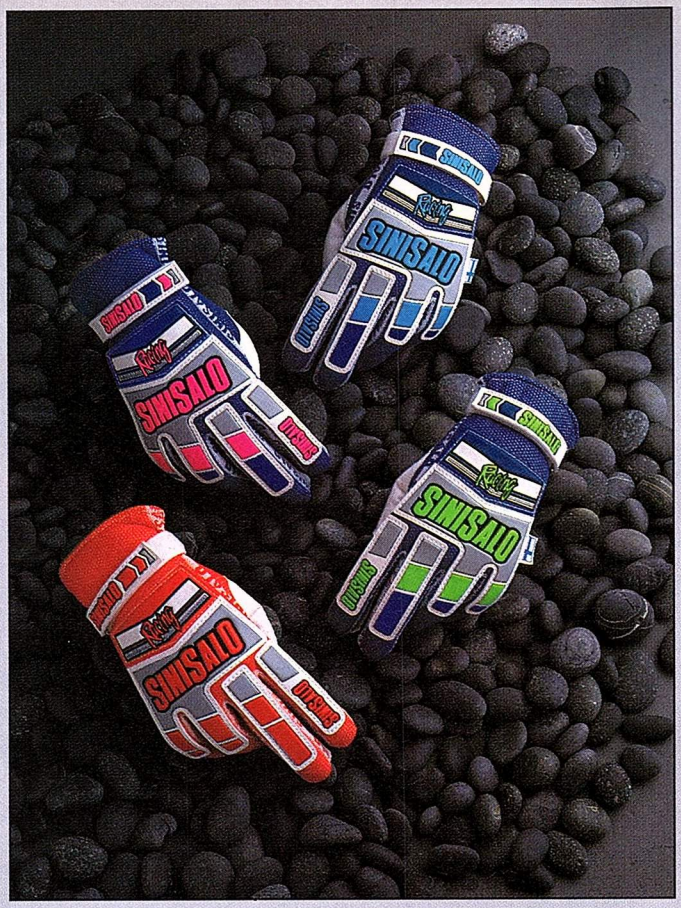
Clover Dirt Racing: Equipped with Velcro wrist closures, foam backing, brightly colored splatter graphics, vented mesh fingers and spandex finger piping, the Clover Dirt Racing glove color-coordinates to Clover's new line of clothes.

Yoko Evolution Foam: The Lycra-covered Evolution foam glove has spandex between the fingers and synthetic leather palm. Machine-washable, warrantied and made in Finland, the long-wristband gloves sell for $36.95.

AXO Series 21: Full coverage padding protects the back of the hand, while a synthetic palm, Velcro wrist strap, machine washability and flashy graphics make the Series 21 a hot new item for 1990. Retail price is $28.50.

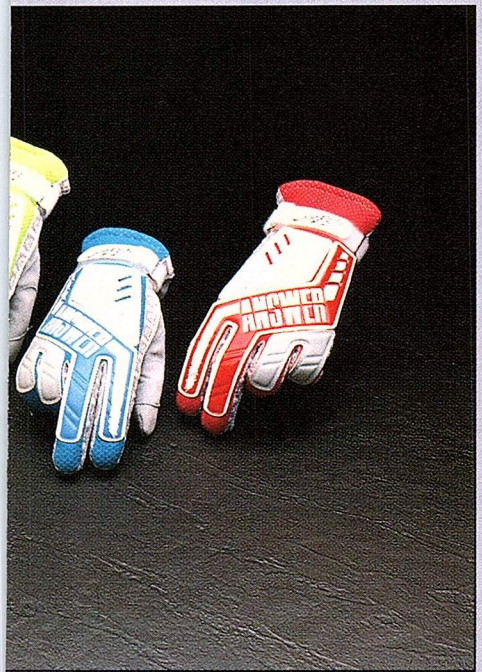


Answer A-4: Lightly padded palms, synthetic leather, spandex finger gussets and pre-curved tailoring allow the Answer A-4



Sinisalo Sport: This economical glove is manufactured in Finland. Retailing for $25.95, the Sport glove comes in red, blue, green or pink. Synthetic leather is used in the palm and full coverage foam protects the back of the hand.

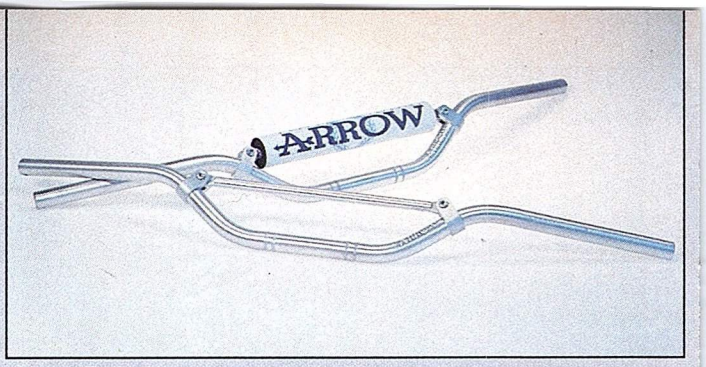
O'Neal Wild Thing: An ultra-wide wrist band and Velcro closure make the O'Neal Wild Thing one of the coolest gloves around. The brightly colored marbled design highlights the synthetic palm, spandex finger and five-piece back protection. ►



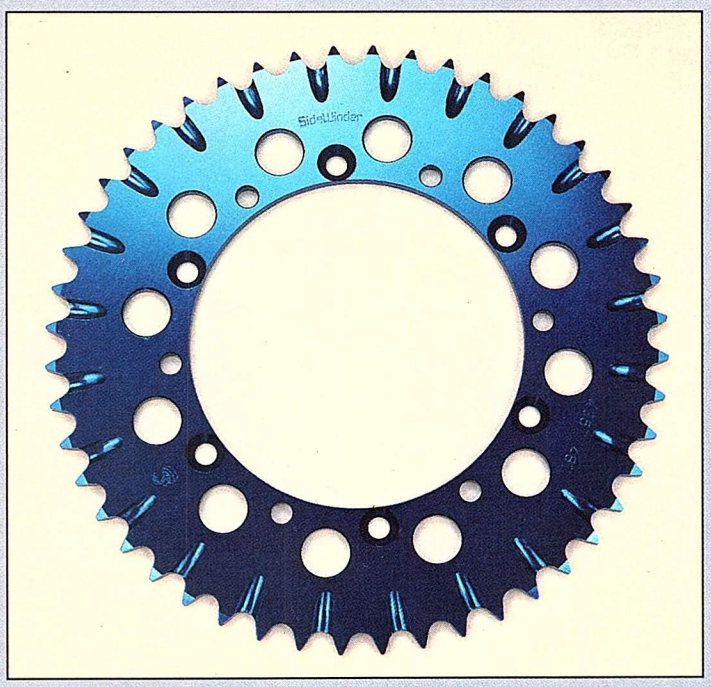
glove to fit a wide range of hands. Retailing for $36.95, the Answer A-4 has a Velcro wrist band.

JT Bak-Traxx: Lightweight foam padding protects the back of your hand, while spandex between the fingers allows for easy movement. A Velcro wrist band and synthetic leather palm make for a superb fit.

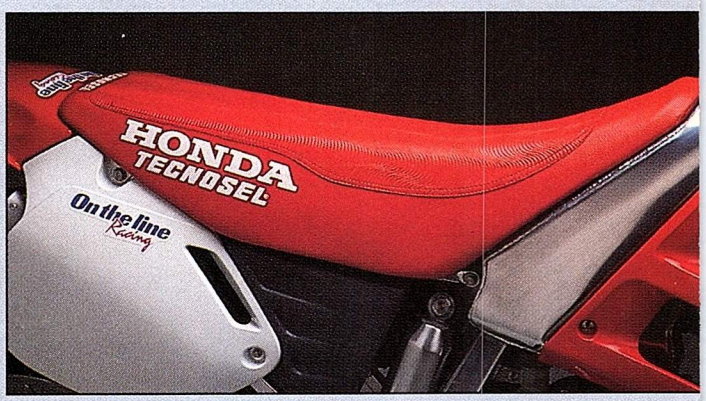
HARD PARTS
HYBRID SECTION



Arrow World Class bars: Used by Trampas Parker, these Italian-made chromoly bars feature an aluminum bolted crossbar.

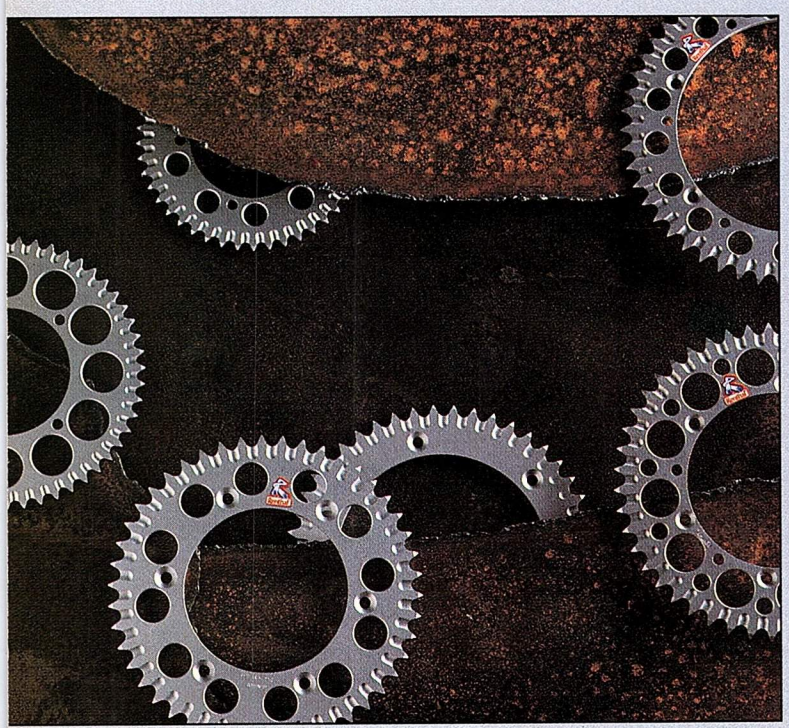


Reversible SideWinder sprocket: What is a reversible sprocket? The SideWinder has countersunk and tapered holes on both sides so that when it starts to hook on one side you can flip it over and run it the other way. Very trick.



Technosel Cobra seat cover: A special wavy plastic anti-slip pad keeps the hard-charging rider in the right place. The Cobra anti-slip cover is $59.95.

Tsubaki QR-series chain: All Tsubaki chains are made of specially selected alloy steels featuring shot-peened heavy-duty side plates and solid roller construction. The bushings are curl-formed from cold rolled alloy.

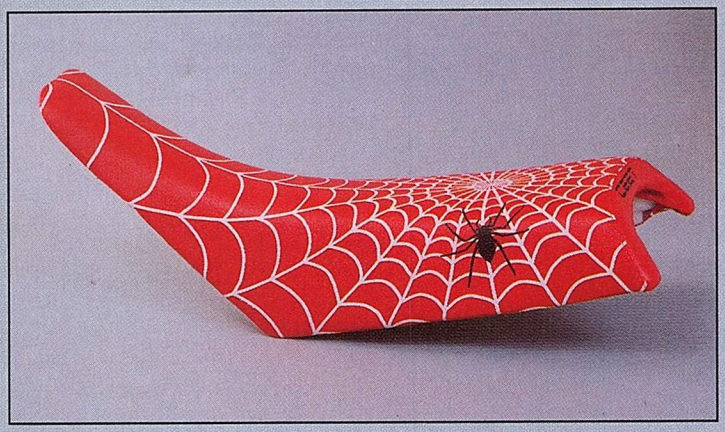


Renthal sprockets: Renthal of England may be famous for their aluminum handlebars, but they have also built a reputation for building high-quality aluminum sprockets. Renthal sprockets ($56.95) are available for all popular motocross bikes.

Acerbis OEM plastic: Would you like a white Honda CR250? Acerbis offers OEM rear fenders, radiator wings and side panels for 1990 CR250 (white, orange or red), YZ250 (white or fuschia), KX125 and KX250 (green or day-glo green).

Renthal handlebars: As the bar war heats up between Answer Alumilite and Renthal, the factory stars are taking sides. Renthal's aircraft alloy bars come in a wide variety of colors and finishes. There are bends to suit even the most discriminating riders. Retail price is $56.95 for the polished models.

DG factory stand: Constructed out of 6061 aluminum, the DG Performance Specialties aluminum stand comes with a padded rubber top to eliminate slippage and a tool tray for your tools. The retail price is $59.95.



CEET Spyder Web: Joining CEET's extensive array of non-slip, fluorescent seat covers is the new Spyder Web. This baby ought to go perfectly with Fox Spyder pants. CEET offers the Spyder Web as a seat cover or as uncut foam material.

Tri-Pro bars and seat: The aluminum bars are imported from Kit Cross of Belgium in polished, red or blue ($49.95), while the Tri-Pro Tornado seat cover comes in bright orange with the Tri-Pro logo ($34.95).

Privateer pro aluminum bars: Special tempered-aluminum Privateer bars are light but strong. Available with a crossbar pad, the retail price of Privateer bars is $36.95. Colors include polished and gunmetal styles for Honda, Suzuki, Yamaha, Kawasaki and minis.

Twin-Air Liquid Dirt Remover: How are you supposed to get that grimy mess out of your new air filter? Soap? Gasoline? Solvent? No—use Twin-Air's new Liquid Dirt Remover. This innovative product can be ordered with a tub to keep the floor clean, too.

Try Sinisalo, and see how stiff the competition really is.

Most brand-new gloves feel boxy. Ill-fitting. And extremely stiff. That's why you'll appreciate the Sinisalo® Sport glove with its soft, stretchable fabric. And its amazingly snug fit. A fit that feels just as good the first time you wear it, as the hundred and first time. Perhaps that's why more riders are switching to Sinisalo. And why the competition feels more uncomfortable than ever.

Protective 3-ply vented mesh feels great as it hugs your hand and absorbs perspiration on those hot, grueling rides.

Comfortable Velcro® wrist keeps your hand in, and rocks and sand out.

Every glove is sewn in a 3/4 closed natural riding position for an anatomically correct fit. This prevents bunching up of the palm and eliminates blisters.

Soft Clarino® non-slip thumb pad prevents abrasion on long rides.

Spandex material stretches with every movement, for the perfect degree of snugness.

Durable Thermal-Weld graphics are specially designed to never chip or rub off. So your hand will look as good as it feels.

Each glove comes from Finland, the undisputed world leader in quality-crafted racing gear. If we don't know superior comfort and fit, nobody does.

Our incredible Thermal-Weld material actually becomes even more pliable and conforms to your hand as your body temperature rises.

Palm is made of soft Clarino material that's tougher than leather, without the stiffness of leather.

Our fingers are tapered because your fingers are tapered–a welcome relief from the square "gardening glove" design of most gloves.

COUNTERCLOCKWISE FROM TOP: BLUE/BLUE, PINK/BLUE, GREEN/BLUE, RED/RED. SUGGESTED RETAIL: $32.95

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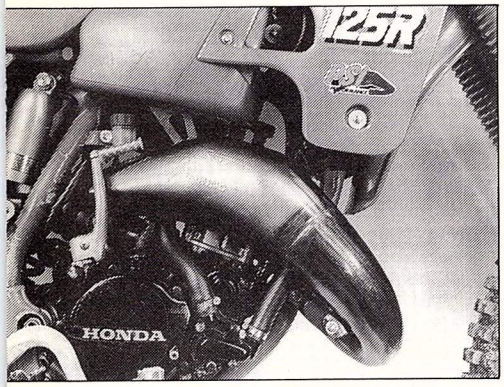
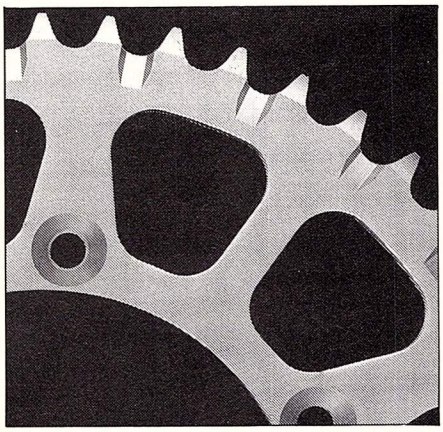
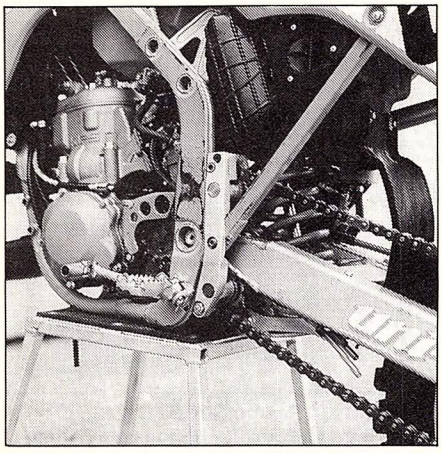
HARD PARTS
HYBRID SECTION



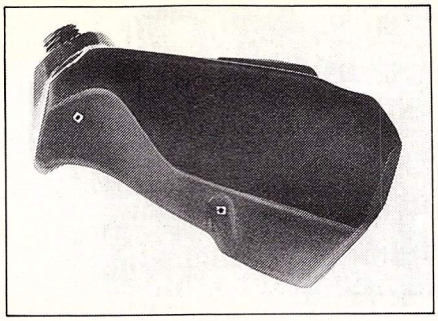
PSI Hot Pipe: This nickel-plated pipe retains the CR's bottom-end, provides a much healthier punch to the midrange and pushes the top-end to higher horsepower gains. All this for only $139.95.



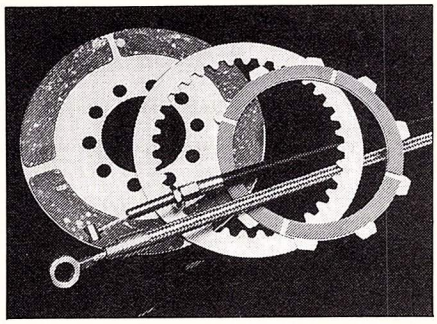
Afam sprocket: Used by all the major factory MX teams, Afam sprockets are made of space-age alloy, which is 30 percent stronger than 6061 aircraft aluminum. Available in sizes and applications to fit most late model dirt bikes. For more information contact TUF Racing at (815) 756-3588.



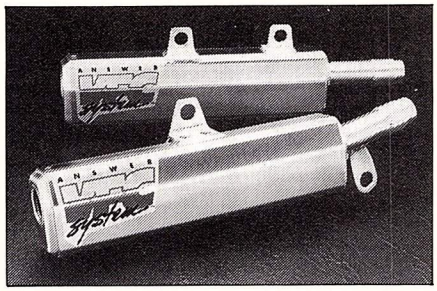
Kawasaki AMP Link: It is milled out of 70/75 T7 aircraft aluminum and bolts on with absolutely no modification. Benefits include increased traction and stability and reduced headshake, giving increased tire life. The AMP Link is available for $129.95.



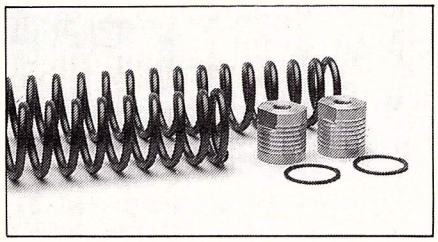
International Motorsports gas tank: IMS tanks are constructed of space-age plastics and polymers to offer rugged protection that will hold up to all off-road conditions. It is available for all 1990 Kawasaki KX 125s and 250s and carries a suggested retail price of $169.95.



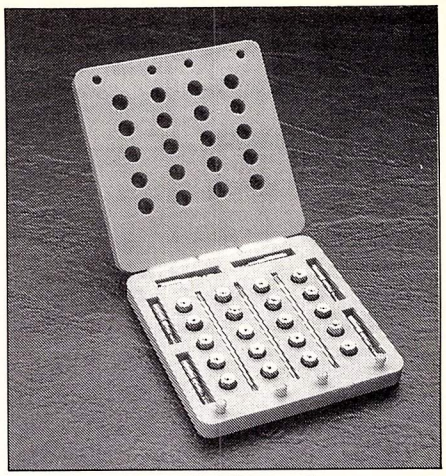
Barnett steel drive plates: Starts can make or break your race. To ensure a good start every moto, switch to Barnett steel drive clutch plates. Not only do they last longer than aluminum, but they don't warp or cause oil contamination. Contact Barnett engineering at (213) 941-1284.



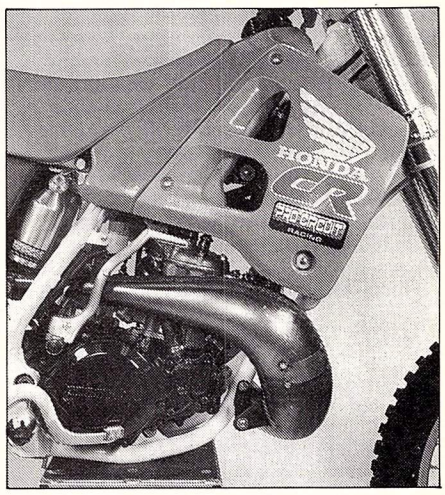
Answer VFC silencer: Thanks to Bob "Hurricane" Hannah, who has put over 18 months into the testing, the Answer VFC aluminum silencer can actually reduce your lap times by increasing your scoot's low-end and midrange performance. The increase in power output is done by matching exhaust flow to engine rpm. Prices begin at $99.95.



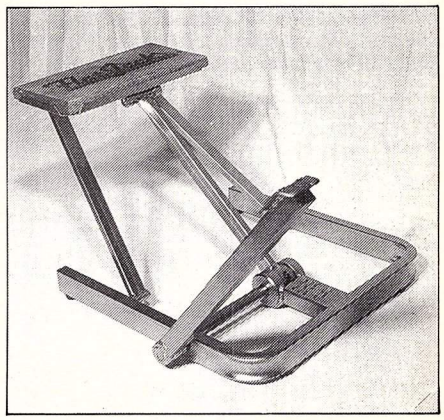
AMP Fork Spring kit: Available in 21-, 22-1/2- and 24-lb. rates to fine-tune your '89 or '90 Honda CR 125/250/500 Showa inverted forks. The AMP Research kit includes pre-stressed, chrome silicone wire fork springs and pre-load adjusters that allow easy 2mm increment spring pre-load adjustments.



White Bros. jet pack: Riders who are constantly changing altitudes and who carry a multitude of main jets, pilot jets and jet needles will be happy to hear that White Bros. Racing has developed a new way to store those easy-to-lose brass orifices. Instead of lugging them around in your tool box where they can get dirty, try placing them into the new jet pack.

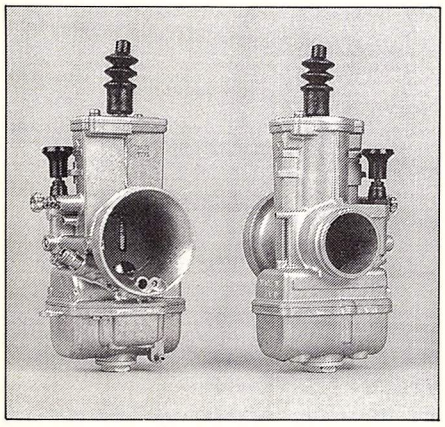


Pro Circuit Honda CR 250 Works Pipe: Pro Circuit pipes are designed to produce increased response and maximum usable horsepower throughout the entire powerband. Why else would Team Honda use them? Retail price is $159.95.

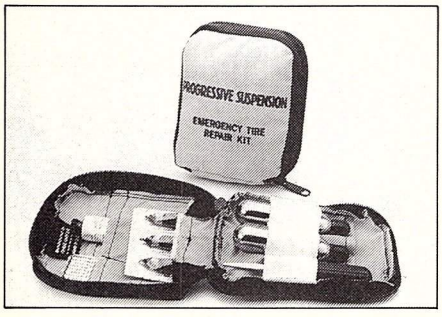


Flat Jack: Instead of lugging a two-foot-tall milk crate along to support your bike, try the Flat Jack. It folds down to 2", is constructed of welded steel and requires no lifting, sliding or dragging of the bike to use it. Just roll bike over stand, press the single pedal and presto—it lifts and locks your bike into place.

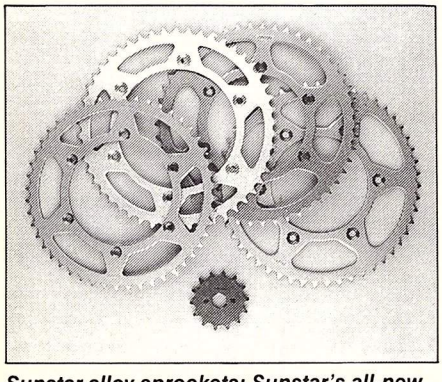
HARD PARTS
HYBRID SECTION



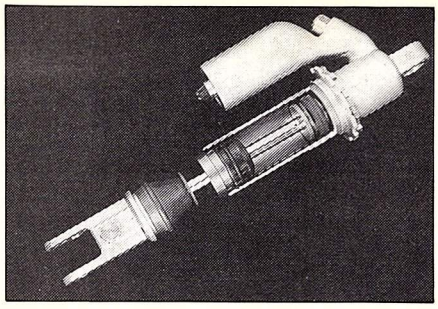
Mikuni TMX racing carburetor: The all-new Mikuni TMX carburetors feature a radial flat-slide design working in a smooth-bore venturi to establish a new performance standard for improved throttle response, along with a wider and stronger overall powerband. They also have a redesigned lightweight body with easy maintenance and tuning features. Available in 35mm and 38mm sizes.



Progressive Suspension tire repair kit: Each kit contains rubber cement, patches, tubeless-tire plugs, insertion tool and CO_2 cartridges. With this kit and a couple of tire irons you're ready for any flat. Complete kit retails for $29.95.



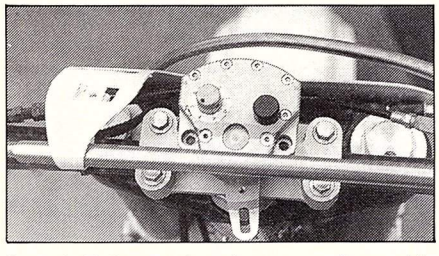
Sunstar alloy sprockets: Sunstar's all-new Triplestar MX sprockets are constructed of 7075 aircraft-grade aluminum. Computer-designed hole patterns save weight without sacrificing strength. A wide range of gearing is available in various colors.



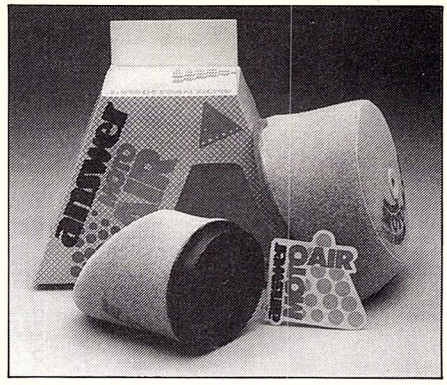
Pro-Shox: Looking for longer life from your stock shock? Consider sending it to Pro-Shox for a complete rebuild. Unlike other shock companies that change the valving and oil, Pro-Shox replaces the stock aluminum shock body with a steel liner. The liner cuts down on oil contamination, piston tolerance changes and fade.

Uni "ultra seal" air filter: When purchasing a quality air filter, stick with the one that Team Kawasaki, Suzuki and Yamaha rely on. Stick with Uni. Uni's new "ultra seal" air filter features two separate layers of foam for easy cleaning, a built-in grease groove for quick application of grease and a better fit, plus it's thinner, fits tighter and is nearly impossible to tear.

FMF ram intake manifold kit: The shorter aluminum manifold couples with the FMF Ram Valve Reed Cage to give your bike unbelievable amounts of free power. Available for all 1990 RMs, KXs and YZs. Complete kit is priced at $215.95.



Scott's Unic steering dampener: Every rider, no matter what model bike, experiences some degree of headshake. How much can depend on what make of bike you ride, unless you have a Scott Unic steering dampener bolted on. The Unic features adjustable angles that help eliminate headshake. It comes with new mounting hardware and is available at an introductory price of $299.95.



Answer moto air: The two-stage air filter by Answer features a coarse outer layer to trap large particles and allow maximum airflow, while a fine inner layer helps to prevent fine dust from entering unexpectedly. The filters are guaranteed for one full year and are available in a full range of applications for late-model MX machines.

Devol Directional Guidance System: This system is designed to eliminate all headshake in hardpack and sand conditions. Its designers claim that it reduces arm pump. Cost is $200.

Wiseco 1990 Pro Tru Suzuki RM 125 pistons: Wiseco's Pro Tru pistons are forged from high-silicon aluminum alloy for minimal expansion with maximum strength and features an anti-detonation groove which aids in the prevention of ring blow-by. Pistons come complete with rings, wrist pin and circlips and retail for $57.27.

Kawasaki PARTS WAREHOUSE

ORDER DIRECT & SAVE!!!

From MIDWEST ACTION CYCLE'S gigantic inventory of genuine KAWASAKI factory parts.

"WE'VE GOT THEM ALL".

CABLES
GENUINE KAWASAKI

THROTTLE

KX 80 (1981-90)	$ 8.95
KX 125 (1982-87)	9.95
KX 125/250/500 (1988-90)	8.95
KX 250/500 (1980-87)	10.95

CLUTCH

KX 80 (1981-90)	8.25
KX 125/250/500 (1980-90)	9.95

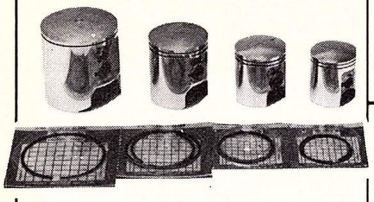
FRONT BRAKE CABLE/HOSE

KX 80 (1981-83)	10.95
KX 80 (1984-90)	63.85
KX 125/250/420 (1980-81)	16.50
KX 125/250/500 (1982-87)	62.95
KX 125/250/500 (1988-90)	42.95

REAR BRAKE CABLE/HOSE

KX 80 (1981-87)	7.95
KX 80 (1988-90)	19.95
KX 125 (1980-85)	8.95
KX 125/250/500 (1986-90)	26.85
KX 250/420/500 (1980-85)	9.50

PISTONS-RINGS



GENUINE KAWASAKI PISTONS

KX 80 (1981-89)	$16.95
KX 80 (1990)	28.95
KX 125 (1980-88)	32.95
KX 125 (1989-90)	42.50
KX 250 (1980-90)	33.75
KX 500 (1983-90)	40.25

GENUINE KAWASAKI RINGS

KX 80/125 (1980-90)	13.95
KX 250/420 (1980-90)	17.50
KX 500 (1983-87)	10.75
KX 500 (1988-90)	18.35

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Any Part On Your KAWASAKI MOTORCYCLE That You Need

"WE'VE GOT IT"

NEW MAC'S PHASE III RACING FILTERS.

NEW IMPROVED dual stage foam air RACING filters, specially designed for KX's.

- Hi air flow
- Superior dirt stopping ability
- Proven effective in NATIONAL & INTERNATIONAL MOTO-CROSS RACING.

MORE FLOW = MORE POWER

KX 80 (1983-90)	$16.95
KX 125/250/420 (1978-83)	15.95
KX 125/250/500 (1984-90)	18.95
BEL-RAY FOAM AIR FILTER OIL	2.95

Boyesen Power Reeds

KX 80 (1980-90)	$15.95
KX 125 (1982-90)	22.95
KX 250 (1982-90)	27.95
KX 400/420/500 (1980-85)	22.95
KX 500 (1986-90)	27.95

SWING ARM BEARING AND SPACER KIT

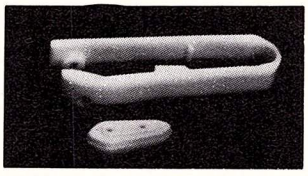
Consists of two GENUINE KAWASAKI swing arm bearings and two spacers.

KX 80 (1981-90)	$19.95
KX 125/250 (1980-90)	22.75
KX 420/500 (1980-90)	23.95

CHAIN BUFFER SET

Set consists of swing arm buffer and lower chain guide buffer. The design may vary from the picture, depending on yr. & model.

KX 80 (1981-85)	$22.95
KX 80 (1986-90)	51.95
KX 125/250/500 (1980-83)	23.50
KX 125/250/500 (1984-87)	24.95
KX 125/250/500 (1988-90)	28.95



OURY GRIPS

ORIGINAL. In our opinion, the best grips made. RED, BLUE, BLACK, YELLOW, "HOT PINK," GREEN . . $6.95 pr.

CYLINDERS GENUINE KAWASAKI

KX 80 (1980-90)	139.99
KX 125 (1982-85)	173.10
KX 125 (1986-88)	195.25
KX 125 (1989-90)	169.95
KX 250 (1980-85)	225.10
KX 250 (1986-87)	201.99
KX 250/500 (1988)	239.75
KX 250/500 (1989-90)	281.95

FENDERS

ORIGINAL . . . TEAM KAWASAKI. Fit perfectly for each yr. & model. NO DRILLING HOLES – BOLTS RIGHT ON.

FRONT

KX 80 (1981-90)	$18.60
KX 125/250/500 (1980-83)	19.30
KX 125 (1984-85)	43.70
KX 125 (1986-90)	19.30
KX 250/500 (1984-86)	43.70
KX 250/500 (1987-90)	19.30

REAR

KX 80 (1983-90)	17.95
KX 125/250/500 (1985-87)	21.50
KX 125/250/500 (1988-90)	19.95

KAWASAKI Clutch Plates

FIBER DRIVE

KX 80 (1981-87)	$6.65 ea.
KX 80 (1988-90)	6.99 ea.
KX 125 (1980-87)	8.25 ea.
KX 125 (1988)	5.99 ea.
KX 125 (1989-90)	4.99 ea.
KX 250/420/500 (1980-83)	6.60 ea.
KX 250/500 (1984-90)	8.25 ea.

WRIST PIN – WRIST PIN BEARING

WRIST PIN

KX 80 (1979-90)	4.95
KX 125/250/500 (1974-90)	6.50

WRIST PIN BEARING

KX 80 (1979-90)	6.70
KX 125/250/500 (1974-90)	6.50

BRAKE SHOES/PADS Genuine KAWASAKI

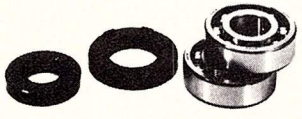
FRONT

KX 80 (1981-83)	$10.95 pr.
KX 80 (1984-87)	38.95 set
KX 80 (1988-90)	25.95 set
KX 125/250/420 (1980-81)	16.95 pr.
KX 125/250/500 (1982-86)	40.95 set
KX 125/250/500 (1987-88)	19.95 set
KX 125/250/500 (1989-90)	29.95 set

REAR

KX 80 (1981-87)	10.95 pr.
KX 80 (1988-90)	25.95 set
KX 125/250/500 (1980-85)	13.25 pr.
KX 125/250/500 (1986)	29.95 set
KX 125/250/500 (1987-88)	25.95 set
KX 125/250/500 (1989-90)	30.75 set

CRANK MAIN BEARING AND SEAL KIT



GENUINE KAWASAKI FACTORY PARTS.
Consists of two main bearings and two crank seals.

KX 80 (1980-90)	$20.95
KX 125 (1980-90)	28.95
KX 250/420/500 (1980-90)	35.95

EBC BRAKE PADS

KX 80/125/250/500 . . . $21.95 set
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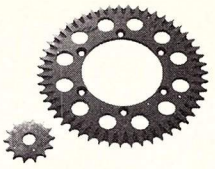
SPROCKETS



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KX 250 (1987-90)	10.95
KX 500 (1983-85)	14.80
KX 500 (1986)	19.95
KX 500 (1987-90)	12.25

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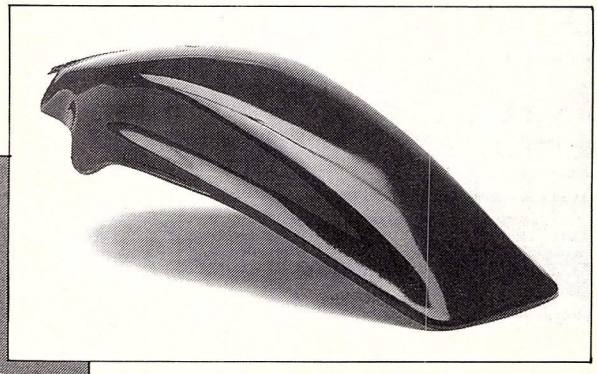
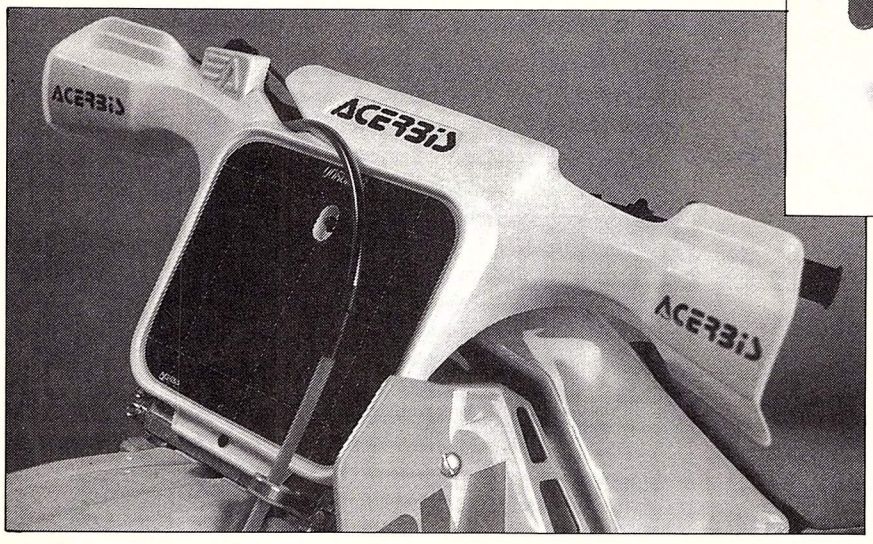
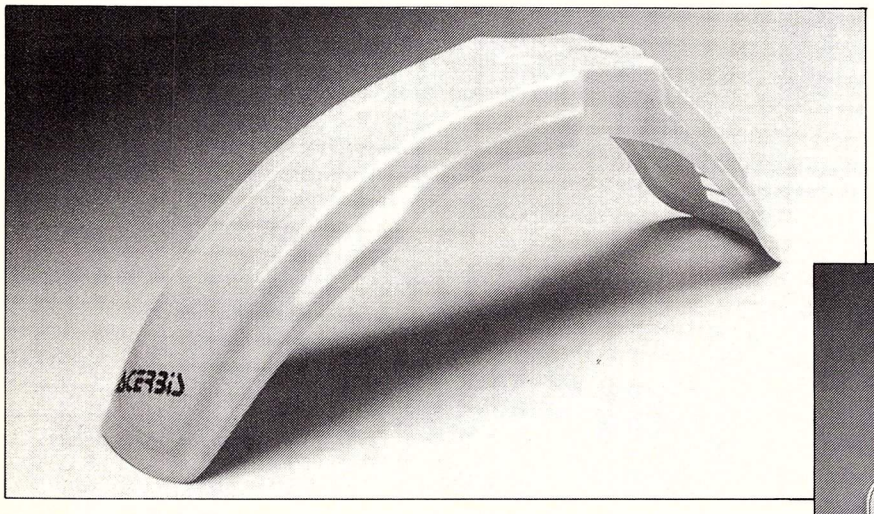


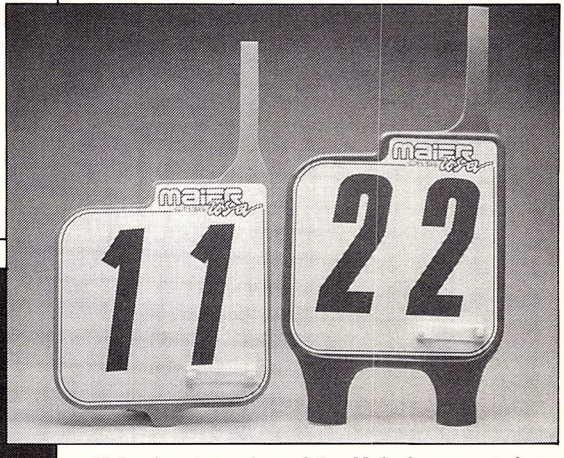
Polisport rear fender: New from White Bros. is the Polisport rear fender. It is designed similar to Honda's CR fender, but allows mounting on a wide variety of motocross bikes. The fender is available in an assortment of colors and is molded of flexible, high-impact-resistant plastic.



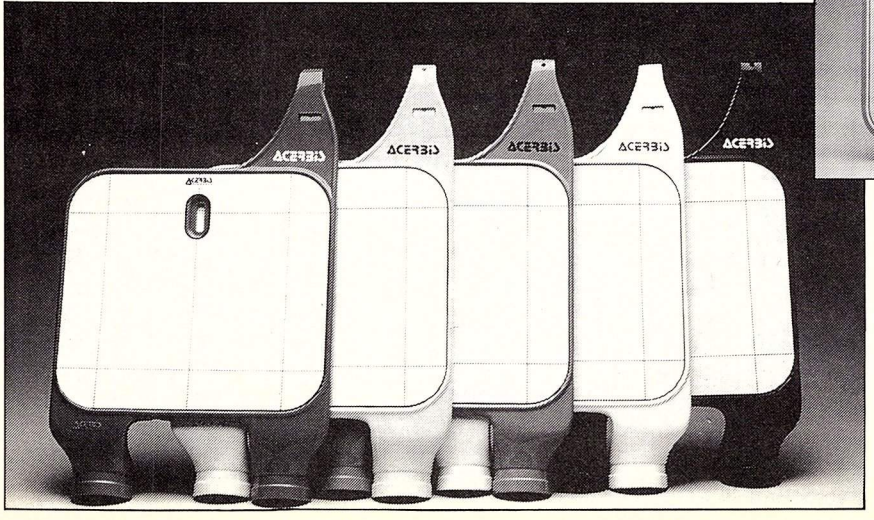
◄ Acerbis Unadilla number plate: Acerbis' new Unadilla number plate is ideal for those rainy days or brush-infested trails where your hands need all the extra protection available. Handguards are molded onto the plate, which eliminates having to spend additional money for separate pieces. Retail price is $34.95.



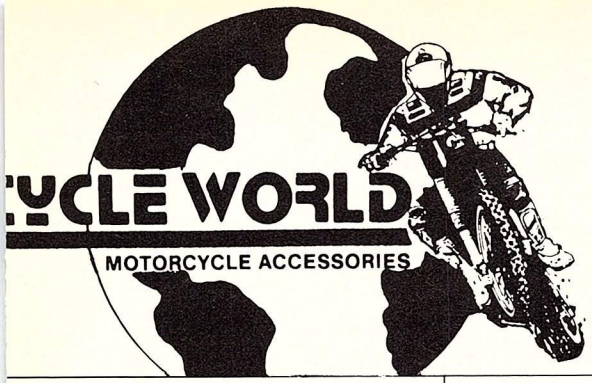
◄ Acerbis mini Baja fender: The mini Baja fender is designed exclusively for mini bikes. The fender carries the same features as the larger bikes, such as maximum mud and spray protection and great looks, but is made exclusively for minis.



Maier front number plate: Maier's newest design, a replacement front number plate, was developed for bikes that incorporate upside-down forks. As usual, the front number plate is available in a multitude of colors including fluorescents.



◄ Acerbis number plate: The Acerbis number plate was developed for racers who want that factory look but could never get the works plastic. Produced for bikes using upside-down forks, the number plate is available in a variety of colors at a price of $22.95.



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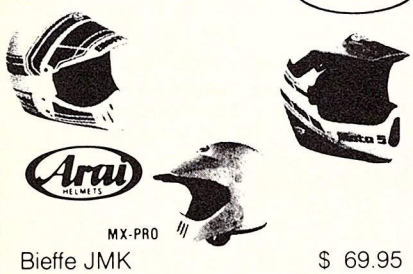

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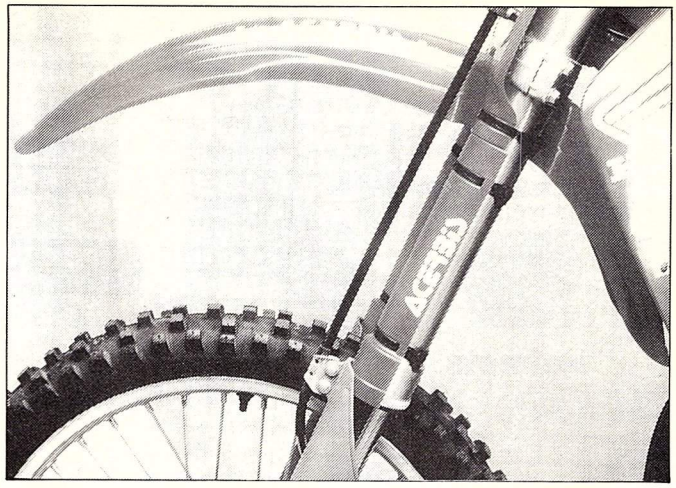
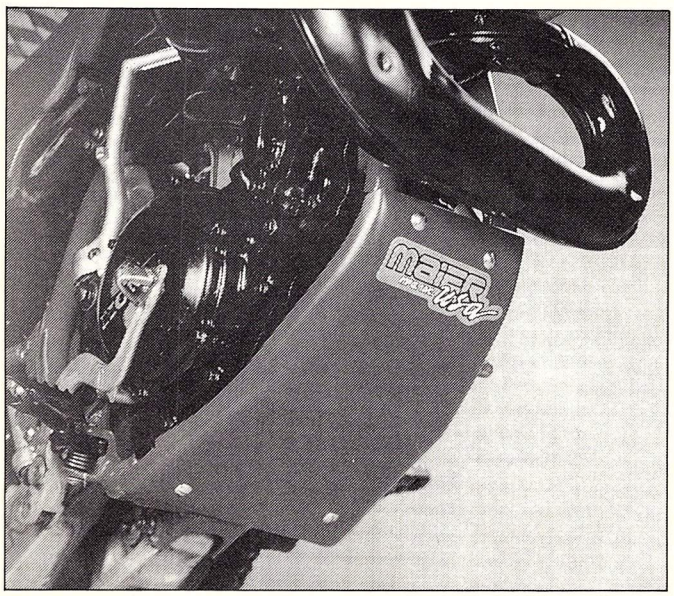
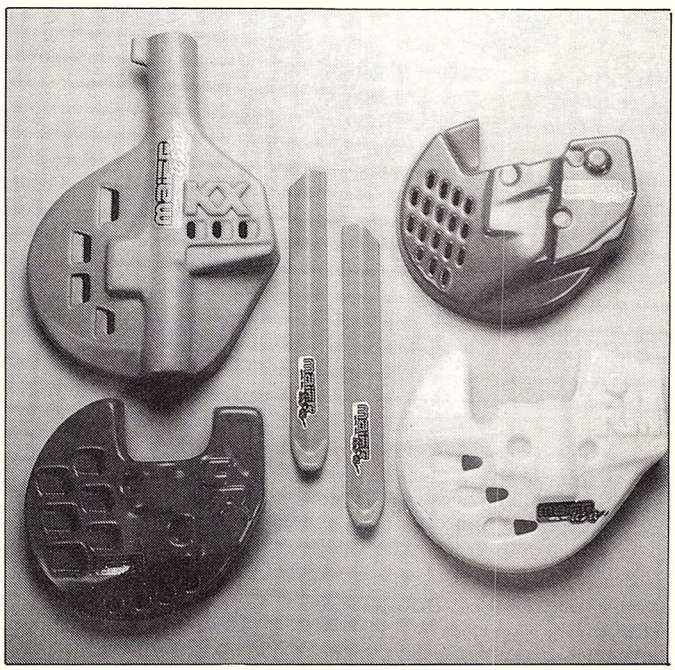


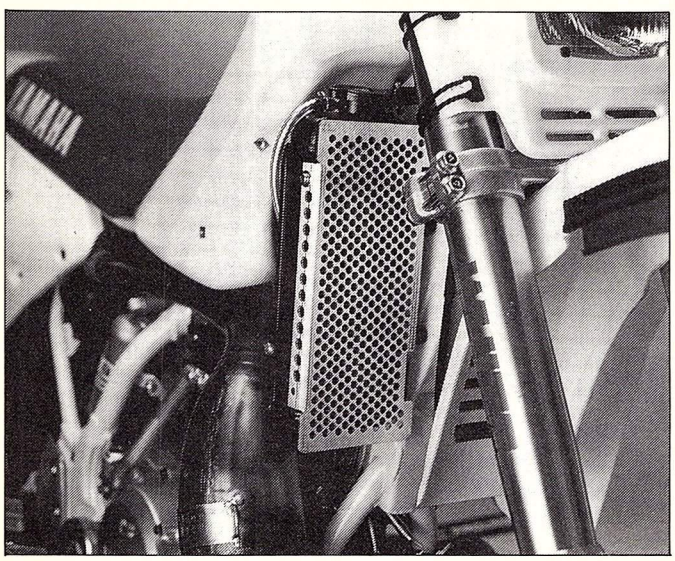
Acerbis upper fork cover: Acerbis Plastica, the pioneer in new innovative plastics, has just released a new product to cover the upper realms of inverted forks. When installed, the covers protect against damaging rocks, heavy impacts from a crash or everyday abuse.



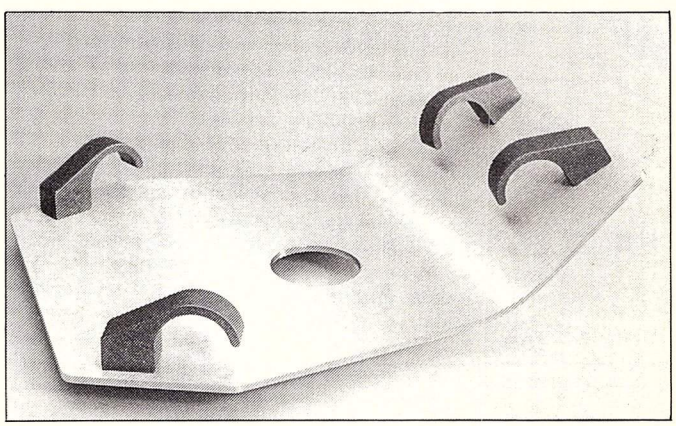
Maier skid plate: Maier skid plates cover the lower portion of the frame tubes to help eliminate hang-ups when landing short on double or triple jumps. They are available for all popular makes and models.



Maier fork/disc guard: To protect your motocross bike's brakes, disc and caliper from flying debris, Maier has introduced their all-new fork/disc guard. They are made from high-density polyethylene and available in many fashionable colors.



JC Radiator roost guard: The new radiator roost guards, available through White Bros. Racing, are made from high-strength 5000-series aluminum aircraft skin and are designed to increase airflow, provide easier cleaning and improve rigidity. Retail price is $34.95.



Works Connection skid plate: Works Connection's new skid plates allow bikes to slide over obstacles that previously would have caused serious damage. Aluminum brackets and countersunk bolts prevent snagging and an oil drain plug is pre-cut to allow easy maintenance. Call (916) 621-4176 for more information.

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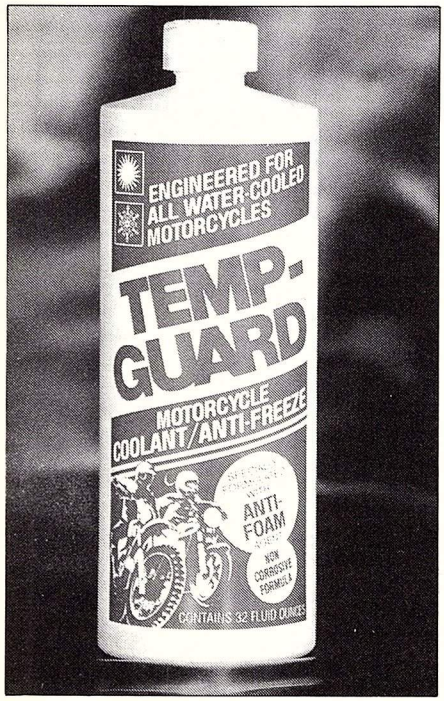
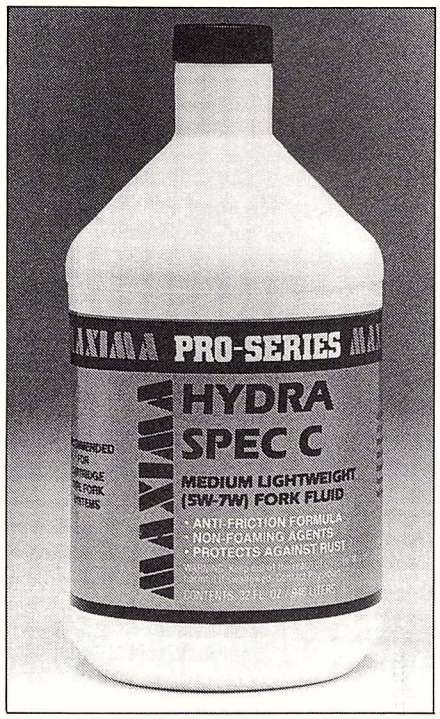


Temp-Guard: Temp-Guard is significantly less corrosive than regular coolants. It's also more effective than other brands at protecting motorcycle engines against the abuse of on- and off-road competition. It contains an anti-foaming agent that prevents the breakdown of its heat-carrying capabilities.



Maxima "Hydra Spec C": Hydra Spec was developed for use in cartridge forks. It is a zero-drag fluid which combines the very latest in anti-frictional additive and contains a special rust and corrosion inhibitor, as well as anti-foaming agents. Hydra Spec C is available in 32-oz. bottles.

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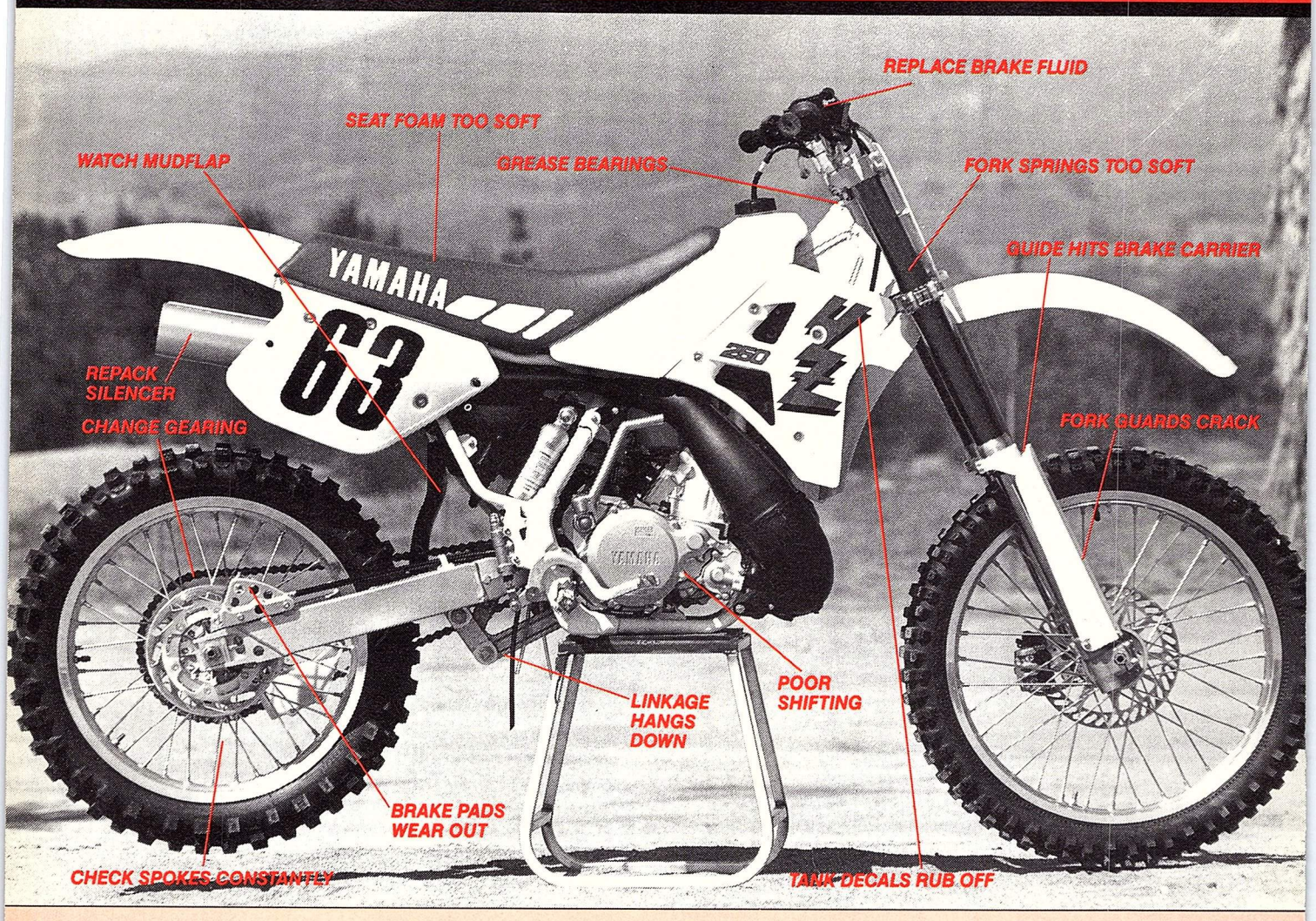

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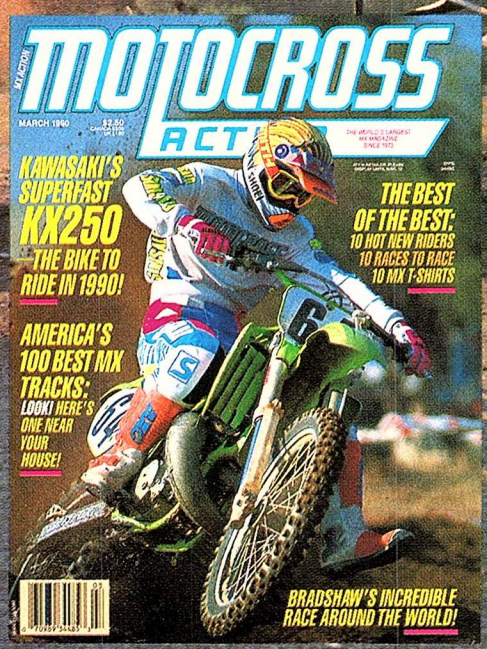

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DIALING IN THE 1990 YZ250

for 1990 was the best it's ever been, but brake wear, especially on the rear wheel, is accelerated.

If you are a member of the *MXA* wrecking crew, you live and learn. We started testing 1990 Yamahas way back in the summer of 1989. Over the ensuing ten months we have become experts on keeping the 1990 YZ250 on the track. Here is what we learned.

THE FIRST RACE & FIRST PROBLEM

The stock Yamaha fork springs are too soft for anyone over 150 pounds. The soft fork springs are not aided by Kayaba's two-stack compression damping. The first stack is too light, and the forks literally blow through the first set of wave washers before hitting the harsher second stack. The result is harsh midstroke compression and bottoming. Ride it hard and you will hit metal-to-metal.

The easiest fix is to switch to stiffer fork springs. We opted for 22-pound springs for most conditions, while faster or heavier riders could use 23-pounders. The stiffer fork springs aid the low-speed compression damping and bottoming, but they don't do much for the midstroke harshness. For that you will need to get the two-stack valving worked on at a hop-up shop.

We lived with the stock forks (equipped with heavier springs) for most of the season, but after trying revalved forks we'd never go back. Good sources for Yamaha

Working end: Yamaha's shock settings for 1990 are the best in the biz. True, you can revalve, respring and re-work the rear shock, but most riders are happy with the stock shock. The forks are a different matter.

DIALING IN THE 1990 YZ250

fork fixes are Race Tech, Pro Circuit, White Bros., Noleen or Scott's.

Last year we blew fork seals with alarming regularity. For 1990 Yamaha seems to have come to grips with that problem. We are still running our original fork seals.

THE SHOCK IS A SHOCK

The average rider is not going to complain about the stock shock. It works! Yamaha has the best rear suspension of all the 250s in 1990. We ran the recommended settings straight out of the owner's manual and lived happily ever after. You can, too.

If you can't leave well enough alone, the Yamaha shock can be fine-tuned for specific uses, sizes or track conditions by a few simple (albeit costly) mods. The compression damping might be a shade heavy on low-speed compression and light on high-speed compression. The rebound damping could be lightened up a small amount. The stock 5.2-kilo shock spring might be too soft for fans of extra portions at Baskin-Robbins or fast riders. They might want to step up to the next stiffest shock spring. What is the next stiffest shock spring? Good question. The book says that the YZ250 has a 5.2-kilo spring, but on a spring tester it measured as a 5.4-kilo unit. Getting the right setting will require seeking competent help from your local hop-up shop.

If you want our advice—leave the stock shock alone and race the YZ250 as is.

WHAT ABOUT THOSE BRAKES?

The three major problems with the Yamaha brakes are accelerated wear of the pads, fade and pad chipping. Here are the best solutions to those problems. First, don't drag the brakes. Keep your foot off of the rear brake pedal and avoid heating up the pads by accident. Second, take a file and chamfer the leading edge of the stock brake pads. This will lessen the tendency for the pads to chip along the edges. Third, switch to EBC brake pads. They are longer-lasting, better-stopping and worth the money. Fourth, drain the stock brake fluid and replace it with a high-temp brake fluid that can withstand additional heat before it fades. We've had good luck with Motul 300c and Silkolene. Those steps will lessen most of the problems with the rear brake.

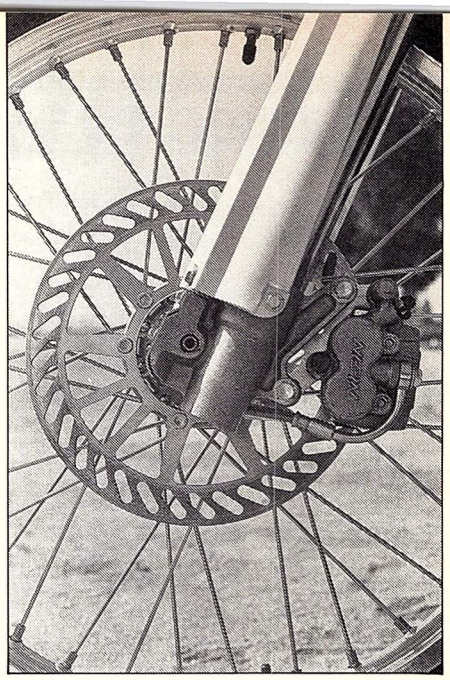
Up front, hard use of the front brake could also lead to serious fade. Brake pad wear wasn't a big problem, but fade was. To resolve that problem we switched to high-temp brake fluid and took the steel piston out of the 1989 master cylinder and put it in the 1990 brake. The steel piston, instead of the new aluminum one, lessens the fade.

GEAR UP & GO

Yamaha gearing is a subject of great controversy. The hot setup is to switch from the stock 49-tooth rear and run a 48-tooth sprocket. The factory guys, who have stronger motors, often run 47-tooth sprockets. The problem with switching to taller gearing (smaller rear sprocket) is that the Yamaha tranny doesn't like to make the upshift from second to third, and taller gearing forces the rider to do all of the turns on the track in second gear, which means he will be shifting into third at the exit of most turns. That is the most crucial time to get a shift. It's like being stuck (literally) between a rock and a hard shift. Taller gearing works, but it doesn't help the shifting.

In Southern California some riders found out that if they geared the Yamaha YZ250 way down (switched the 49-tooth stock sprocket for a 51) they could rail the turns in third gear and skip the difficult shift. Yes, they lost a gearing combination, but they felt it was a viable trade to guarantee perfect shifts and more chug out of the turns. It's a radical move, but for some riders it works.

The shifting is a serious problem for Yamaha, and they need to address it on the 1991 model. The worst shift is from second gear to third gear and, other than backing



Asbestos linings: Brake wear is a common problem on the '90 YZ250. Most riders switch to EBC pads, replace the brake fluid and tread lightly on the stoppers. The rear brake is the biggest culprit, but once the rear goes the front follows.

Chunky Z: Yamaha doesn't make the most horsepower in the 250 class, but they produce a quick, effective and snappy powerband that gets the job done. Factory riders are gearing up, while privateers are gearing down.

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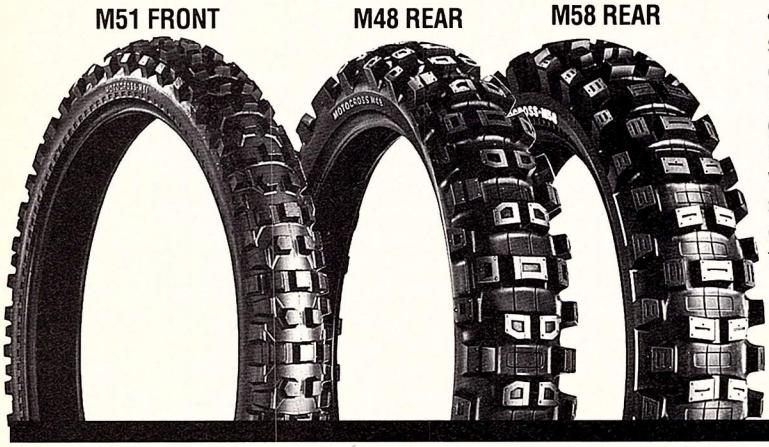

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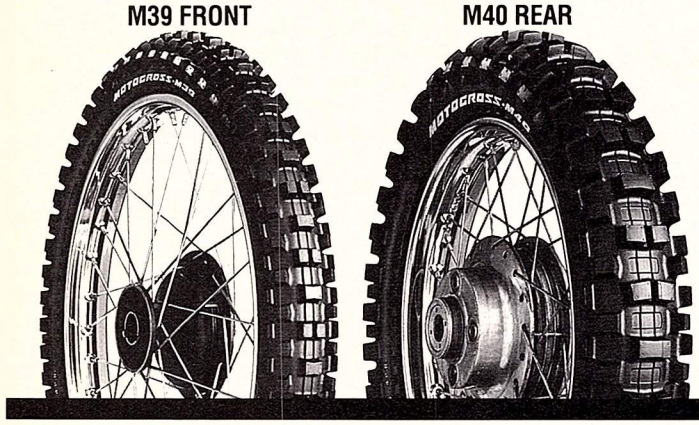
M39 & M40 SOFT TERRAIN TIRES



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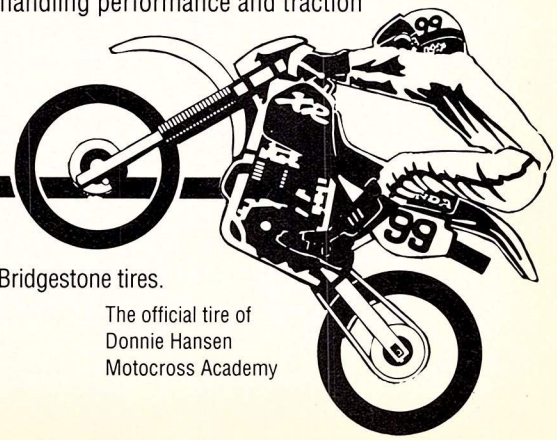

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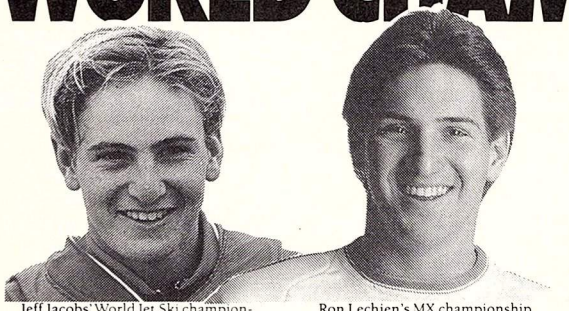

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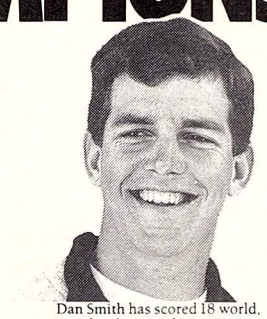

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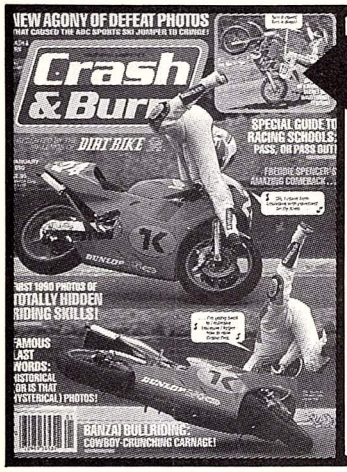

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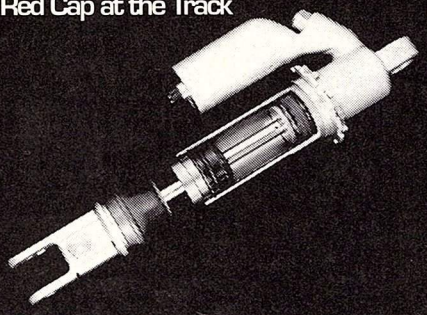

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DIALING IN TH

off or clutching the shift, there is no easy way to make it perfectly every lap. Two solutions, neither of them easy, that riders are turning to are the Race Tech shifter and needle bearings. The Race Tech shifter is a special bolt-on mechanism that tugs at the shift lever from a better mechanical advantage. We have tested the Race Tech shifter and it drastically improves shifting in every gear. Other riders are splitting the cases and inserting needle bearings on the shift shaft. We haven't tried this complicated fix, but those who have report improved performance.

FIXING THE LITTLE THINGS

Loctite the top shock bolt in. For some unknown reason this bolt wants to come loose. It can happen ten minutes after you have tightened it. Use Loctite as a fail-safe precaution.

Yamaha saves tons of money at the factory by not greasing anything on the assembly line. When you get your new bike you should take it apart and grease the steering head bearing, swingarm and shock linkage.

The steering stem has two aluminum locknuts that are used to jam the triple clamps on. The Yamaha also has an aluminum steering stem. If the aluminum jam nuts are allowed to sit and corrode on the steering stem, they will permanently gall in place. If you haven't loosened or tightened them at regular intervals, you will need to soak the threads with WD-40 or some other penetrating oil before trying to remove them.

There is a black plastic flap hanging down from the airbox that protects the shock from rear wheel roost. It is going to fall off of your bike. How do we know? It falls off of everybody's bike. If you tighten the bolts firmly to stop it from falling off, it will crack around the bolt holes (and fall off). Our best suggestion is to keep the bolts semi-tight (secure them with Loctite) and watch it closely.

New fork guards were developed for 1990. We had a lot of problems with the 1989 fork guards swiveling up and bowing against the guides. In 1990 we have had trouble with the new fork guards cracking or breaking from roosts. No solution. Additionally, the fork guard guide (it clamps onto the stanchion tube) hits against the disc brake carrier when the forks bottom. On some bikes it's necessary to file off the corner of the clap-on guide where it strikes.

Check the spokes constantly, especially the ones closest to the rim locks.

The seat foam breaks down and becomes pillow-soft—too soft. You'll need to order a seat kit before the end of the season.

WHAT ABOUT THE MOTOR?

To tell the truth, it's not really fast enough, but it doesn't know it! It's like "The Little Engine That Could." Even though it's not as fast as the Kawasaki or Honda, it "thinks it can." Because it makes its power

1990 YZ250

quickly and efficiently, it can beat the faster bikes. Obviously, porting and pipes can produce a more powerful YZ250. That is what the Yamaha team does, and if you want to have a super-fast YZ that is what you will have to do.

We left our cylinder stock, not because we don't want more power but because we liked the stock delivery and felt that the YZ's personality could be its biggest advantage. We did switch to a Pro Circuit pipe to gain more midrange and top-end.

Stock jetting is fine for most locales.

When you do a top-end job you should order all the normal parts and one additional piece: the O-ring that goes behind the aluminum collar on the end of the Power Valve. It should be replaced every time the Power Valve is removed. Power Valve maintenance is non-existent compared to Honda.

Pack the silencer at regular intervals. The Yamaha power seems to work best with a freshly packed silencer.

WHAT DO WE THINK?

Not every bike that rolls off of the assembly line is better than the previous year's model. In fact, new models are often worse than the year before. Not so with the 1990 Yamaha YZ250. It's a better bike in most areas than the Yamahas that came before. □

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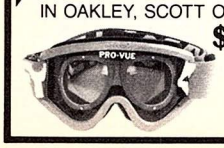

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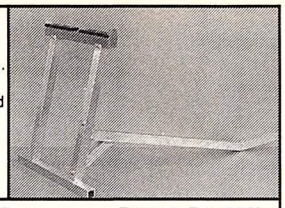

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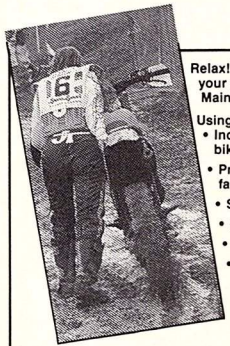

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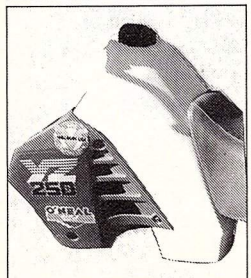
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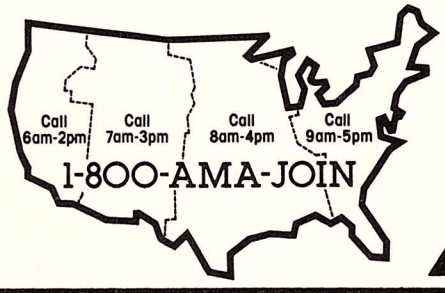

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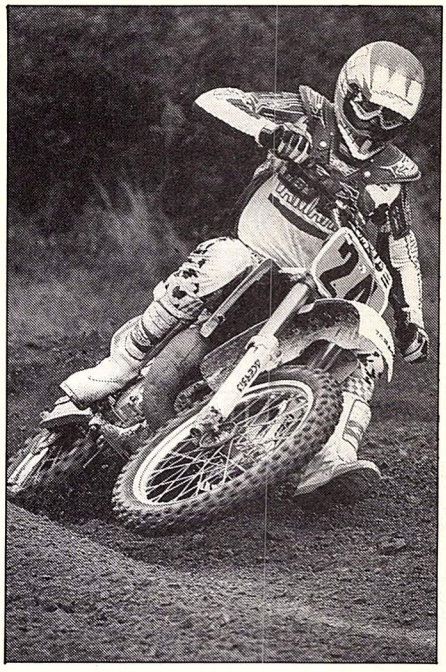

***U.S. hopeful:** Former minicycle champion Shaun Kalos left the U.S. in pursuit of a European title in 1990 but has already returned with a dislocated hip. He hopes to be back in form by the opening round of the GPs. Donny Schmit, who had also made the trek to Europe, broke his wrist in practice but should have no problem making the opening round.* □

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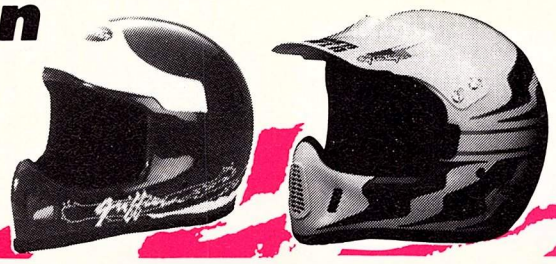

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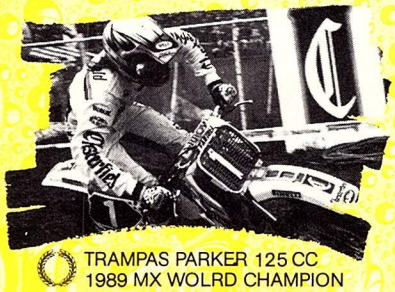

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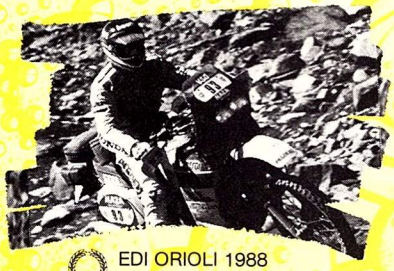

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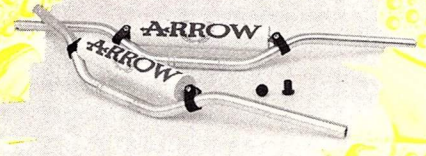

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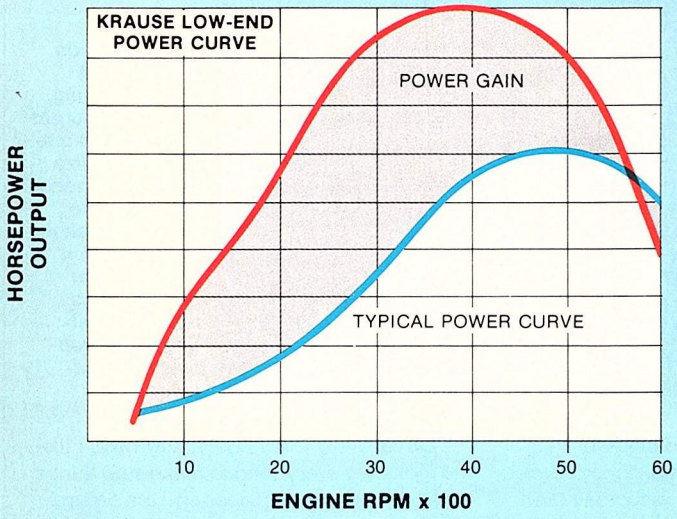

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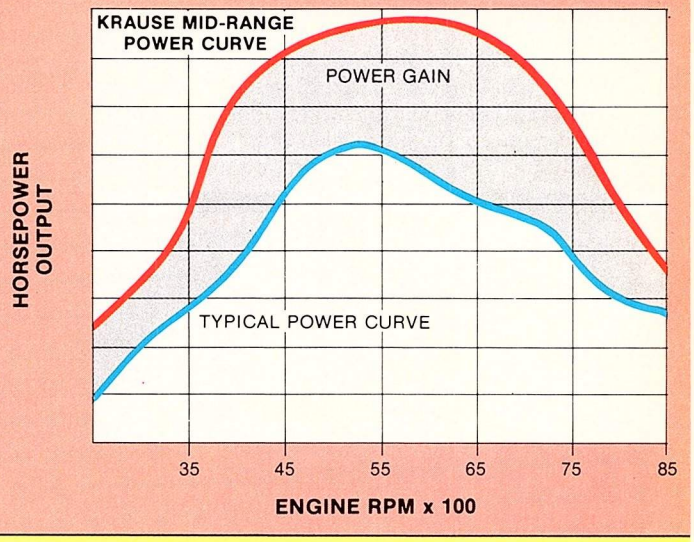

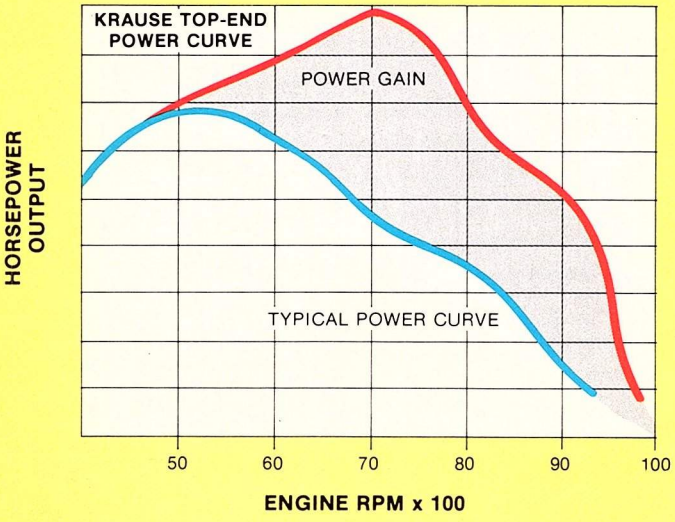

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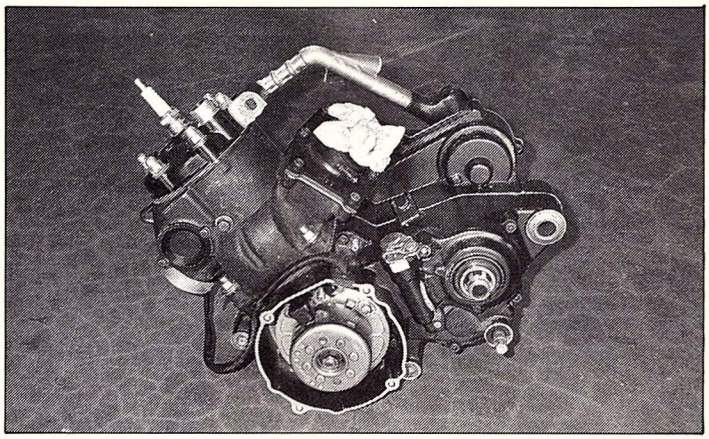


◄ Don't be afraid: Ignition systems may look confusing, but once you get familiar with one you will realize there is no need for stress. Be sure to check the entire ignition system when purchasing a new bike. Jettings will probably need adjusting.

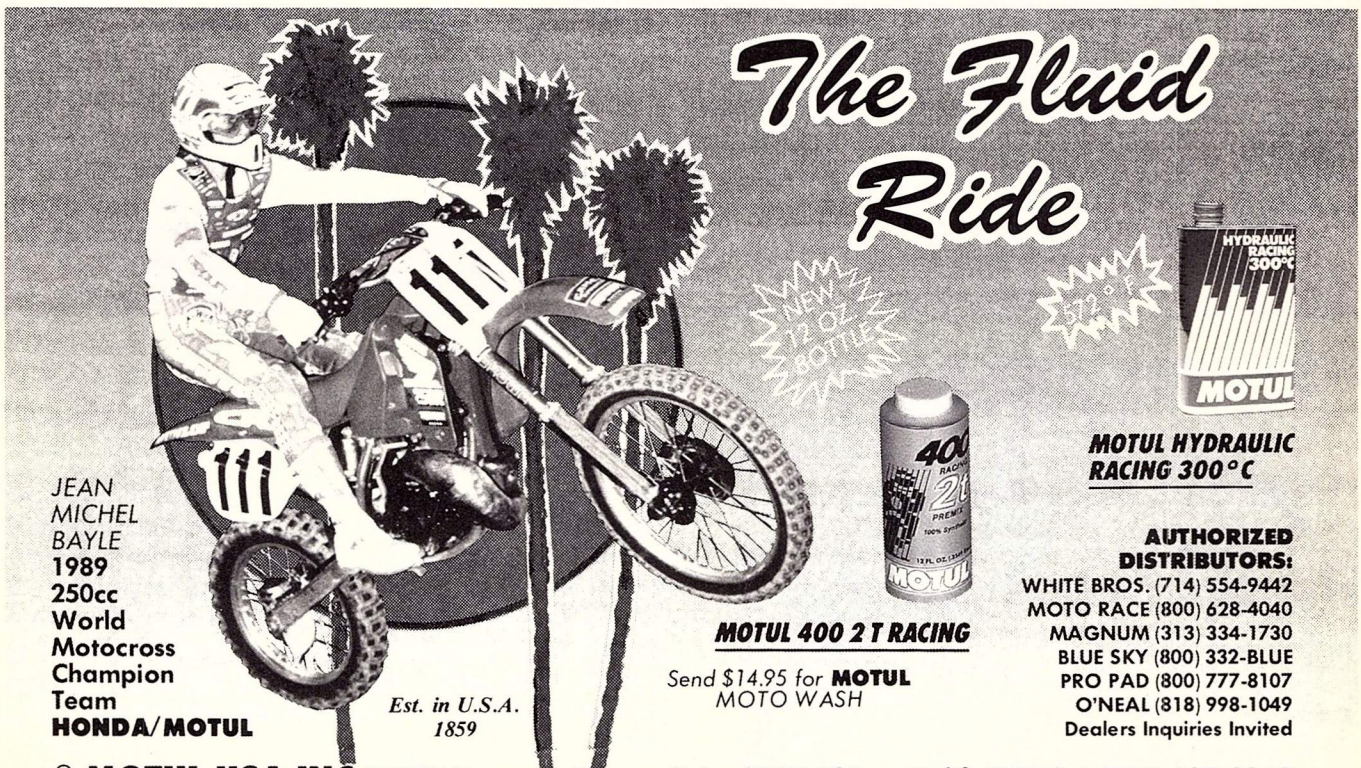
☐ Ignitions are probably the most intimidating part on a motorcycle. If something goes wrong with your new scoot, and there's even the slightest hint that it's ignition-related, you panic. Even if you think of yourself as a motorcycle wizard, when you hear ignition, you run and hide.

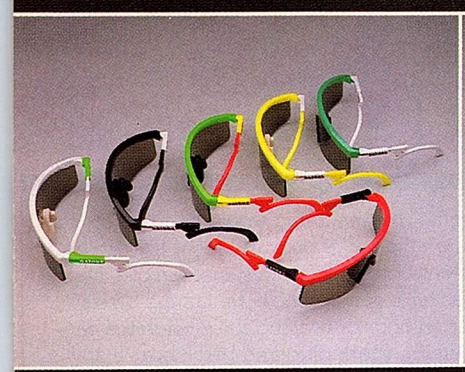
Next time something goes wrong with the ignition, hold off taking it to the nearest motorcycle repair shop. Get the owner's manual out and see how much of the repair you can do yourself. You will be amazed at how easy it can be. Sometimes the problem is as simple as replacing a bad wire, or maybe a wire has come loose. Whatever it may be, try solving it yourself before asking for help. You will not only learn more about ignitions and your bike, but you will feel more confident the next time something should occur.

To get a better grip on the full inner being of an ignition system, the *MXA* wrecking crew sifted through the motocross Rolodex and came up with the ignition king himself, Dave Holeman. For those of you who might not have heard of Dave, he is a book of knowledge. He knows motorcycles and ignitions like Bo knows football (and baseball, basketball and whatever other sport he can think of). Dave has been around the racing circuit since the early '60s and, if anyone understands ignitions, it's Dave. We asked Dave for some simple advice on the inner workings of motorcycle ignitions.

MXA: *First off, what should you check on a new bike as far as ignition goes?*

Dave: Well, when I get a new bike, I like to look over everything to make sure things are in their correct places and are secure. Key points are making sure that spark plug wires are not rubbing against the pipe. Once the pipe heats up, if the wires are too close they can melt to the pipe, causing a loss of power to the spark plug. Next, check to see if all plugs are secure in the black box. Sometimes on new bikes, the manufacturer will zip-tie the wires together, so be sure to check that the zip-tie is not too





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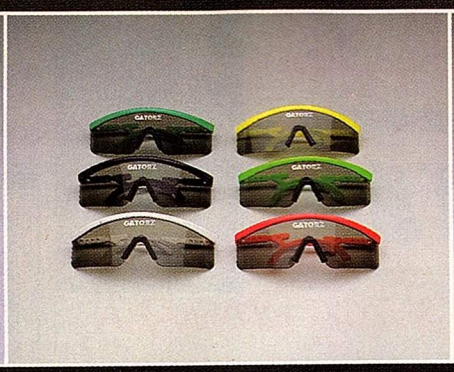

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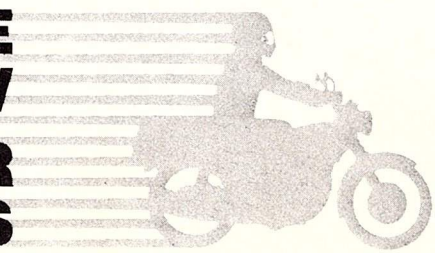

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tight. The final thing would be to water down the entire bike and see if everything is waterproof. To do this, first remove the gas tank and wet the bike. Let the bike sit for an hour or two and look inside the carburetor, spark plug and black box. If any water is present, squirt silicone where the leakage occurred.

I would say that 50 percent of all ignition problems are caused by loose wires, so be sure to check everything before your first ride. In addition, by doing this you get familiar with your bike and its internal parts. You won't eliminate all problems but you will prevent some of them from happening.

MXA: *How durable are modern motocross ignition systems?*

Dave: First, an owner should accept that electronic systems used on motorcycles are very susceptible to failure. They are made as cheaply as possible. Contemporary systems are more sensitive to vibration, heat and shock than is necessary; they are nonrepairable items, which means that any single part that fails can bring the system to a halt. There is no real way to answer that question, but ignitions can have a shorter life span in western states than in eastern states, since we have longer riding seasons.

MXA: *Can ignition timing lead to detonation?*

Dave: If you feel that your ignition timing is off, you can adjust it to lessen detonation. There are screws on the ignition that help in adjusting, so be sure to use them, but don't move any screws until you mark the original position of the screw on the backing plate.

Most detonation problems can be traced to jetting, fuel or environmental conditions. If your bike suddenly starts detonating, the first thing to do externally would be to drain the gas tank and add new fuel, and to look at the ignition wiring and spark plug. If the bike has lost its power throughout the low-end, it is carb-related. If the top-end is having problems, check the ignition or combustion chamber. By adjusting the ignition timing you can usually correct minor problems.

MXA: *How compatible are spark plugs with given ignitions?*

Dave: There is not a spark plug that I am aware of that is designed exclusively for motorcycle use. An auto or marine plug might be the same plug you would use on your XR or YZ. It is good to have a separate plug for winter conditions and summer conditions. For optimal results, use the hottest spark plug that your engine can take. No brand of plug is better than any other, but among the various brands there is a spark plug that works best for your particular bike. □

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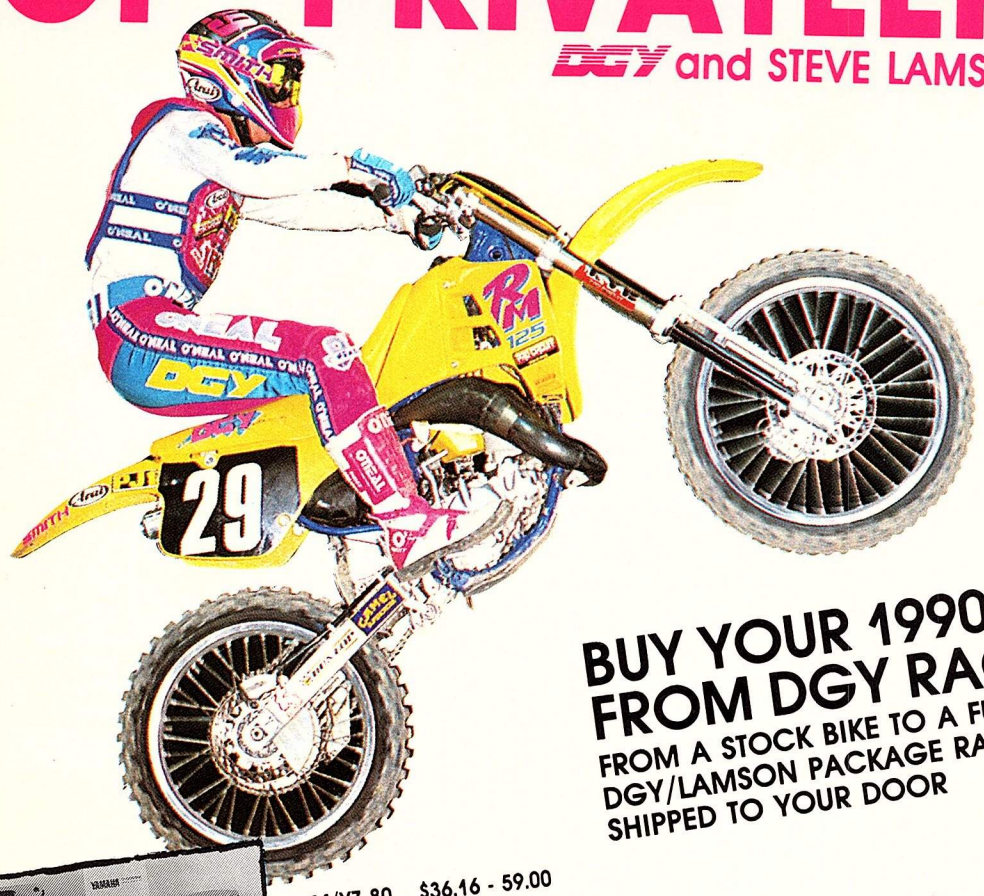

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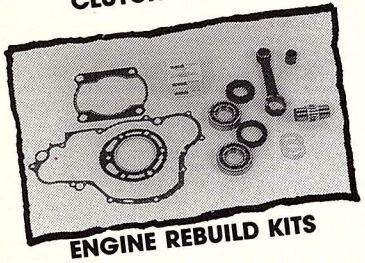

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Great Moments

Mike Bell: Local boy makes good

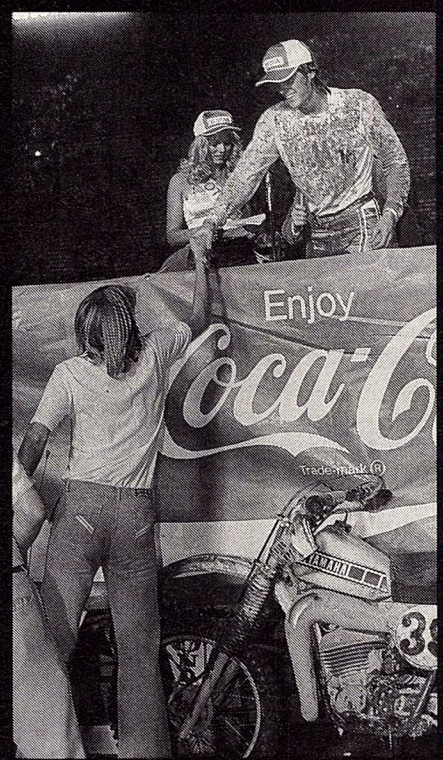
☐ Motocross is one sport that sees very few overnight sensations. To become a professional takes years of hard work and practice. As in other injury-prone sports, one serious injury can quickly derail a meteoric rise to the top.

The national media first got a glimpse of Mike when he finished second to another high school racer named Marty Smith at the high school support class at the 1973 Superbowl of Motocross. Soon Mike was one of the winningest riders on the local outdoor circuit as well—and he could win on anything. He rode 125s, 250s and 500s; he rode European bikes, the exotic one-offs of Kelvin Franks and the earth-moving four-strokes that his father built. After stunning rides in the USGP Support class at Carlsbad, Bell landed a factory Yamaha ride. With his lanky body working as extra suspension, Mike proved to be a natural for the tricky courses that made up the supercross series. After finishing sixth in the 1978 indoor series and third in 1979, Mike won the coveted supercross title in 1980. He finished second overall that year in the 250 Nationals and second overall the following year in the 500 Nationals.

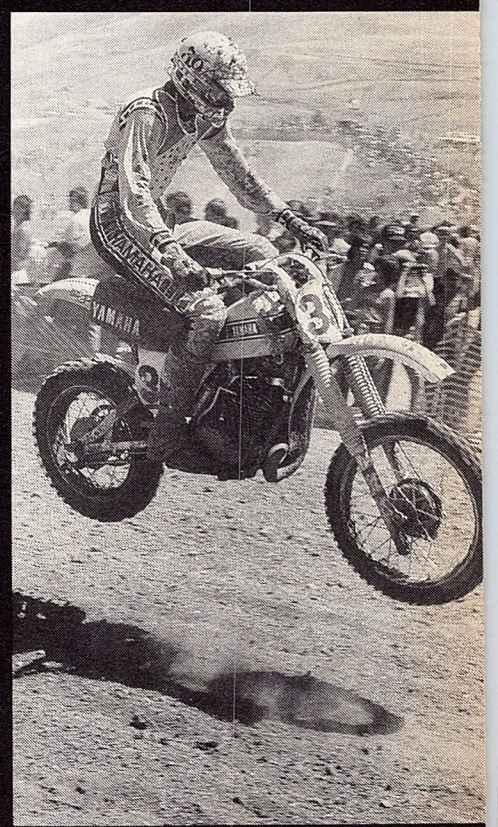
Unfortunately, the long legs that helped him through the whoops proved to be his undoing after a series of knee injuries brought an end to his career. Mike returned to the Superbowl of Motocross in 1986, this time on a mountain bike, and won the mountain bike support race. He later put his high-speed bicycle handling skills to use by winning the wild Kamikaze Downhill Championships at Mammoth Mountain. As a rider rep for Oakley, Mike is still very much a part of the sport that he grew up with. ☐

Friendly rivalry: Kawasaki's Warren Reid grew up alongside Mike Bell as the two became famous on the Southern California circuit, then making the transition to the Nationals.

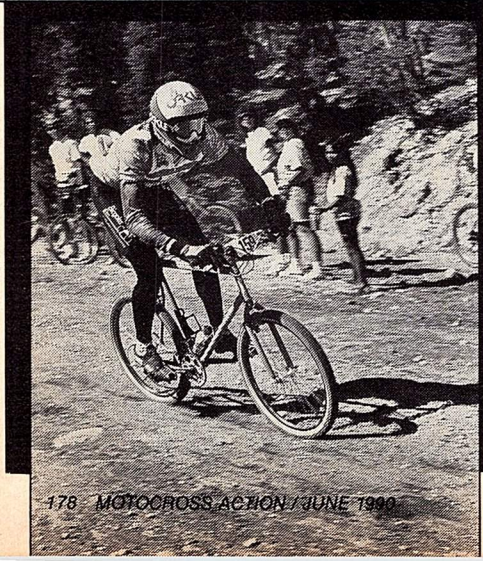
After all the hard work: Despite several close finishes in the 500 Nationals, Bell was without a National title until 1980, when he won the Supercross National Championship.



All in the family: The entire Bell family has always been close to the sport and Mike's brother Brett was one of the first to congratulate him on winning the 1978 Superbowl of Motocross. Mike would always have an entire section of the stands reserved for his large group of fans.



Room to move: Mike Bell was one of the few riders who could make a full-size factory 500 look like a minicycle. His lanky body helped him get through rough sections faster than most other riders by letting the bike move more between his long legs. Mike was as talented outdoors as he was racing supercross.



◄ A new career: After knee problems forced him to give up racing motorcycles, Mike started racing mountain bikes and proved to be one of the fastest downhill racers in the world. He won the Mammoth Kamikaze Championship in 1987 and continues to be a major threat with his fearless, but ultra-smooth, style.

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